



In keeping with the original spirit and times of the Main Document

The cruise of Her Majesty's ship *Bacchante* 1879-1882

This document

Trinidad, British West Indies, 1880

Is dedicated to:

The Peoples of Trinidad & Tobago

&

His Majesty King Charles III

Her Majesty Queen Camilla

&

His Royal Highness William, Prince of Wales

Prince Harry, Duke of Sussex

Particularly for the interest of their children

§ All images are web-linked to their full sized versions §



Background: *H.M.S. Bacchante*. Fighting ships 1876-1887. Print by Griffin and Co., Portsmouth, 1 Dec 1880

National Maritime Museum, Greenwich, London

Print of a romanticized painting of *H.M.S. Bacchante* (*Pretty, but did she ever mount all those sails?*) 1 Dec 1880



## Trinidad, British West Indies, 1880

PREAMBLE – A view from the 21st Century into the 19th. Recalling some history of Trinidad, W.I.

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§ B&W Images - Trinidad 1879-1880 - By Todd-White Art Photography & The Royal Collection Trust, UK §

§ Main Doc - Digitized by the Internet Archive in 2007 with funding from the Microsoft Corporation §

§ Main Doc - Robarts Library - University of Toronto, Ontario, Canada §



PREAMBLE – A view from the 21st Century into the 19th. Recalling some history of Trinidad, W.I.

tobagojo@gmail.com - 2024

### What is this all about?

While reviewing the history of Trinidad's Princes Town, and attempting to find a specific picture of the Royal Princes who renamed it; an ancient ragged 1880 black and white ('sepia' in reality) photo of 'Coblentz', the wealthy Agostini family home in Port of Spain, Trinidad, of all places, turned up in the search. I thought at first that this was a pleasant, but mistaken, find. But after reading the contextual information accompanying the photograph, it became clear that the Princes and 'Coblentz' were historically related. The first 'reveal' was that the Princes were actually on a 3 year 'Empire tour' documented as '*The cruise of Her Majesty's ship Bacchante, 1879-1882*'. OK! So I like 'documents', so may-be I could find all that later; but apparently they had a party at 'Coblentz' sometime before they eventually went off to rename Princes Town. OK, all that history is cool, but so is that photo of 'Coblentz!'; so where did 'that' come from?

It turned out that the 'Coblentz' picture is part of '*The Royal Collection Trust*', based in the UK, who have a large collection of 'photos' documenting the trip that the Princes made to Trinidad in 1880; together with the others that document their entire 'Empire tour'. OK again, all that's great; but wouldn't it be interesting to see the set that documented their Trinidad visit? Nice, so let's have a try at finding them!

Therein lay the second 'reveal'. In the public domain, over a couple of days; down came a moldy unique collection of black and white photographs of historic 1880 Trinidad. Wonderful! But moldy? Yes! What we had collected here, is a high-definition digital photographic survey, made by *Todd-White Art Photography* in 2016, from the original compiled paper prints, out of some nine private Royal Photo Albums that documented the Princes tour. Yes, pictures of 130-year-old fading pictures (that's how old they were at the time of the survey); damaged in places as the album's pages are opened to unstick them for the first time in ages!

But there was something odd about the pictures; many of the pictures seen, had parts of other pictures overlaying them and some with drawn lines highlighting their outline. Confusing! Where is the rest of the picture? A double exposure? What was going on here!? It took a while to understand; and then the penny dropped! Heavily. Not double exposures; but pictures from a specially hand-crafted photo-album, curated and stuck together, highlighted with marks, to make the best artistically appealing presentation of the photo's of interest on each page. Wow! Albums fit for and dedicated to Queens and Kings after all. Wow!

OK, having understood that, I could live with the clutter. Now was the hobbyist's job of extracting and salvaging, as best one could, presentable views of 1880's Trinidad. And what a trip that has been! It took about two weeks of extraction; agonizing self-doubt in digital reprocessing and clean-up where possible, before the job was done. And what a collection!

With all being said and done, there came an un-setting realization. Here is a unique collection of images of historic Trinidad that very few of us knew existed or even have ever seen before. Additionally, where some of the images may have appeared before in the public domain on the world-

wide-web, they would lack the clarity attained, as seen in these reprocessed images. What on earth do we do with them?

One possible answer - Marry them to the original 1880 Trinidad segment of the Princes 'Empire tour'; if we could find 'that' document.

We could, we did; that was another trip entirely! Now here we are. 😊

## About the Photographer

While we are on the subject of images, a major theme of this project; it's a good time to pay some respect to the Photographer who took the pictures, note some limitations about his equipment and to mention some of the antics he was up-to while he was taking them.

The trouble is, we don't know who he was; and yes, it was a 'he' in those days. In all the pages of *The cruise of HMS Bacchante 1879-1882 – Vol 1 (Pub. 1886)*, there is no reference to his name.

Of some 675 pages noted as the length of this *Volume 1*, The Trinidad section comprises only 25. And trust *Trini* luck; only in the Trinidad section is there that one limited reference to the photographer.

*Unfortunately it was wet, but the captain, who had had his photographic apparatus brought up into the forest, took a few photos of the trees in the rain. (Vol 1, Pg 72; 1880)*

So grudgingly acknowledging some merits for the British penchant to the bureaucratic exactitude required of the Royal Navy; who in turn require that everyone aboard their ships should hold purpose in rank; we can say that the photographer was Petty Officer Captain "Unknown." Only the Officers, and there were 39 of them; and not Petty Officers, and there were 55 of them; rated naming in the text.

But then we had a bit of luck when we looked for the '*...photos of the trees in the rain.*' We found that it had named the photographer! The caption read as follows:

*Captain Holder's photograph taken in the rain at Schwanas 12 - 12 Jan 1880 (That's today's Chaguanas by the way.) (RCIN 2580452 - The Royal Collection Trust, UK)*

Great! We got a name; rechecking the Senior Officers list, he's not there; he may not be the only photographer; but the apparent fascination with trees captured in the general series of pictures, indicates that this is our man. Petty Officer Captain Holder. Wonderful.

The words '*...had his photographic apparatus brought up...*' reminds us that taking pictures in the 1880's was an enterprise in itself. Being party to a finicky but scientifically minded Royal Navy together with having sponsors who were virtually the most wealthy people on the planet at the time, the British Empire; our intrepid captain photographer would have had the best equipment, suited to a 3 year project, of that day. He would, of necessity, have been a specialist in photography, its equipment and in the chemical processes necessary to develop his 'glass plates'. He would have had a wooden 'field camera' with brass fittings and a collapsible wooden tripod. He would have needed a helper or two to help carry the camera and a case or two of the heavy glass plates. On board ship, he would have needed his specialist 'dark-room', his home base, to develop and store his plates. He would have needed space for stores of plates, chemicals and other related equipment, sufficient to last 3 years. He would have needed a few extra cameras should anything get broken; but he would have had a few spare parts and have known how to fix any damaged equipment. There was probably another

photographer aboard as back up; and a few extra specialists, and/or seaman-in-training, to mind the work in the 'dark-room'. Yes, quite an enterprise.

When he was out in the field, with his helpers, the photographer would set his camera on the tripod facing his subject from a carefully chosen position. He would then throw a dark cloth over his head and the back of the camera. He would open the shutter, adjust the lens to get the subject in upside-down focus on the frosted back glass plate, and then close the shutter again; insert the glass photographic plate, taken from its 'ready' box, through the side of the camera; squeeze the rubber ball that activates the shutter to take the picture. Immediately after; remove the photographic plate and place it safely in the ready 'taken' box; and then emerge from under his dark cloth. Simplicity itself.

In that day, our intrepid photographer had one perpetual problem. His photographic emulsions were 'slow'. That meant that they needed an exposure time of about a second to take a good photograph. So anything that moved, like leaves in the wind, blurred. This limitation had a major impact of what and how the photographer would take his pictures; a subject we will touch on in a moment; because he also had another problem, one that would affect his behavior in quite a different way. That was the size and weight of his equipment; it took a small team to move his equipment about.

In the series of photographs collected, we rarely see a photograph of the two princes; except in very formal settings. Although the photographer was always on-call; the limitations of the photographic equipment outlined, meant that it was unsuited for quick pictures of events; and a small team of 'photographers' would be inconvenient or intrusive as the princes went about their forays and visits. What we find instead, is that wherever the princes went; the photographer would go ahead to record any scene of interest, if that was to be found; or would be doing a wide survey of things of interest in the general area of where the princes were visiting.

It is astonishing to realize that the limitations of emulsion 'speed' turned the photographer into a 'photo-director'; and a very powerful one at that, all told. Virtually every picture we see with people in it – is STAGED! Everyone had to understand to 'be still' for the shot. As one could expect, he was not always successful; but mostly was. His power of reach, the respect given him, either to himself or in realization of his grater 'Empire' cause; is very evident in his wide-angle group photos; like the 'steam-engine' in Arima and in his *Pitch Lake* series.

In this early period of photography, where the medium was establishing itself as not only a recorder of 'things', but also as a contributor to 'art'; our photographer does display his own artistic sensibilities as reasoned for that era. He had a good eye for setting the 'big picture'. He was enamored with tropical trees and always attempted to capture their immensity with the top of a tree line included. His scientific sensibilities translate in his use of people to provide an idea of scale to his compositions; going to near comic extremes, with a hidden sense of humor, in one of his pictures of *San Fernando*, and then 'the horse moved!' See if you can spot that one.

We of TT will ever be indebted to Petty Officer Captain Holder, Photographer-Artist, and his crew, from *HMS Bacchante* of 1880. They have given us an invaluable recollection of our Colonial past; no matter whatever discussions may intercede. We are also thankful to *The Royal Collection Trust* and *Todd-White Art Photography* for their considered preservation of these wonderful photographs. Thank you all so much for doing this. 😊

## About The Main Document Text as presented

Described here as ‘The Main Document’, is the text extracted from *The cruise of HMS Bacchante 1879-1882 – Vol 1 (Pub. 1886 by MacMillan & Co. London)* by the Reverend John Neale Dalton; *Subset TRINIDAD*; Pg 65 to Pg 90. It is the framework on which the available 1880 photographic images from Trinidad, taken from some nine photo-albums that the Reverend Dalton also compiled, have been added; with the main text providing the context for these images. Combining the ‘text’ with these ‘images’ has been the main reason for this project.

The main text is presented ‘as seen’ with no attempt at change or of spelling corrections; maintaining the colloquial nuances of that era. Only the *Subset TRINIDAD*, as best encapsulated by the thread of the text, is presented; representing some 25 pages from the book, *Volume 1*. Any editorial additions, usually an attempt for clarity, are made within square brackets, [xyz]. The pagination of the book starts at the TOP of each page; and are represented in this text within square brackets [nn], at the same place the text changes page in the book. All the main text is highlighted in the same background colour; and any additional explanatory text or modern pictures added; may have a different background colour.

What has been added to the main text is additional **sub-headings**; usually to give context to a local change in setting or to highlight some change in focus or activity of interest. In the grand scheme of ‘The Main Document’, some 675 pages, the original Trinidad section is miniscule; so did not warrant such attention to small detail.

In some few sections; to highlight a related image; an event; a reference; a correction; or where a local historians may have made reference to the two Princes visit to Trinidad in 1880, like their renaming of Princes Town as example; that area of the text may be highlighted in some light background colour.

An ‘at best’ attempt at accuracy has been applied while compiling this document, but there are sure to have been some errors made. My apologies in advance for any inconvenience or upset these mistakes may have caused. I look forward to receiving any corrections any reader may suggest.

So that’s it. Enjoy! 😊

## About The Main Document and the Two Princes

It’s about Two Princes, and here, their visit to Trinidad. We set the scene with an excerpt from an article written by a Trinidadian author Richard Charan. The theme of the piece is the story of trying to locate a walking-stick offered as a gift to two British Princes when they visited Trinidad in 1880; and where the researchers went in England to try to find it. However, it is the way that Charan introduces the Princes; with his factually accurate but tong-in-cheek laconic side-swipe at British Colonialism; that livens this introduction.

*...Here's what we discovered: In 1877, the two grandsons of Great Britain's Queen Victoria joined the Royal Navy as cadets.*

*Two years later, dad decided it was time for his boys Prince Albert Victor and Prince George to push off on a cruise to see the world, learn the art of seamanship, visit the colonies and consider the might of a British Empire that one of them would later rule over.*

*So as midshipmen, and against the wishes of the Cabinet and their grandmother [The Queen] worried they would drown in a sinking, the Monarchy's future set off on the HMS Bacchante, and spent three years globe-trotting. ...*<sup>1</sup>

Wonderful, couldn't have said it better. The reality is a bit more earthy.

If you have ever tried to chronicle the British Royal family by title, by the time you have arrived at the next version of 'IV' or 'V' you know that you have completely lost the thread. So here, in a manor of literary exasperation, we stay with the names. It's more fun too!

Albert Victor Christian “Eddy” Edward [Cadet – “Herring”] (8 Jan 1864 - 14 Jan 1892) eldest son of Albert “Bertie” Edward, Queen Victoria’s eldest son - Always taller than his brother; and by many accounts, sadly not very bright (Probable cause; Premature birth and habits of Royal inbreeding). Because he was in-line for the throne, was treated preferentially to his younger brother. He died, at age 28, from influenza in the pandemic of 1889–1892; 9 years before Victoria herself died in 1901, when his father would then acceded to the throne as Edward VII.

George Frederick Ernest Albert [Cadet – “Sprat”] (3 June 1865 - 20 Jan 1936), 17 months junior to his brother; and in those early days, a close companion to his brother. On his fathers death in 1910, acceded to the throne as George V.

In 1871 the Reverend John Neale Dalton was appointed to the two young princes as their personal tutor. Albert was 7 and George 6. They turned out under achievers academically, particularly Albert. Their father, seeking some sort of practical solution, turned to the training opportunities purportedly offered in the Royal Navy. It was decided, that despite his younger age, George having an encouraging influence on his brother, that the two boys would remain together. So in 1877, Albert 13 and George just about 12, started their careers as Navy Cadets, two months behind the others due to Albert having to recover from a bout of typhoid fever, aboard *HMS Britannia* which they joined in Dartmouth, Devon. Reverend Dalton would board with them on the ship; and stay with them throughout this entire period of their ‘Naval Training’. Dalton reportedly was overly protective of Albert, and would maintain a teaching regime going while the boys were aboard ship. Unreportedly Dalton was probably a right pain in the neck to the boys at other times.

Around the beginning of 1879; the Queen, the boys father and the British government were in debate about the boys future. They agreed that the boys would go on about a 3 year world tour, to visit the Empire, and hopefully build their character through Naval training. The boys father was pleased with the project, but the Queen was doubtful. The government was most accommodating by offering a nearly new Naval vessel, to be commissioned mid year; the Royal Navy insuring that it was crewed by loyal members specially chosen for the mission.

On 15th July 1879, *HMS Bacchante* was commissioned at Portsmouth by Captain Lord Charles M. D. Scott.

So around the middle of 1879 the boys, Albert 15 and George recently turned 14, transferred their commission in late July from *HMS Britannia*, Dartmouth, to join, again as Cadets, the RN's relatively

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<sup>1</sup> THE PRINCES AND THE PAUPERS...WHEN ROYALTY VISITED SAN FERNANDO, Trinidad & Tobago Association of Ottawa, Canada, 28th April 2017; Source: Richard Charan, Trinidad Express April 2017  
<https://ttoa.ca/news--info/the-princes-and-the-pauperswhen-royalty-visited-san-fernando>



new, 3 year old, warship the sail/steamship *HMS Bacchante* on 6th August 1879, off Cowes, Isle of White.



**Group photo aboard *HMS Bacchante* at Cowes Roads – Between 6th and 10th August 1879**

RCIN 2580241 - By Todd-White Art Photography & The Royal Collection Trust, UK

Original location Weymouth and date 18 - 22 Sep 1879 disputed by author

|                   |  |
|-------------------|--|
| Back row standing | Sub Lieut, JM Royds; MidSm, Hon. JC Scott; MidSm, HC Burrows; MidSm, H Evans-Thomas; ex Mchnt Navy Sub Lieut, EC Petch; MidSm, AH Christian; MidSm, B Curry; MidSm, AH Limpus; MidSm, Unknown [EL Munro or WB Basset]; Cadet, RE Wemyss. |
| Front row seated  | MidSm, WJ Peel; MidSm, RP Fitzgerald; Cadet, HRH Pr Albert; Cadet, GW Hillyard; Cadet, Hon. GA Hardinge [on deck]; Cadet, Lord FGG Osborne; Cadet, HRH Pr George; Sub Lieut, Unidentified.   |

The HRH's are either having a shy moment or more likely, having a mild 'teenage tantrum' of protest. Photo taken below the starboard aft quarterdeck, between 6th and 10th August 1879 when the princes first joined the ship *HMS Bacchante* (6th) off Cowes Roads, where she stayed until going out on trials on the 11th. All Cadets listed in the manifest are present; as are all but one Midshipmen.

The uniforms of the young HRH's do not match that of the day of the big gathering photo-shoot on 22 September 1879 (*eEd*).

The presence of the Reverend Dalton with the young princes was important in another way. He encouraged them to take notes, make a journal, place their thoughts on paper in a disciplined way. Here he succeeded; and the boys got better at it over the course of their long voyage. Daulton would later compile their notes into the books he would write about their voyage; notes that we use here.



**Prince Albert and shipmates, group photo aboard *HMS Bacchante* - 22 September 1879**

RCIN 2580598 - By Todd-White Art Photography & The Royal Collection Trust, UK

Original date 3 May 1880 disputed by author

One of the very few formal photos where the Princes seem engaged and animated on the occasion. From left to right: Cadet, HRH Pr Albert; MidSm, Hon. John Charles Scott<sup>2</sup>; Cadet, Hon. G.A, Hardinge; (*Likely*) MidSm, H.C. Burrows

Photos taken below the port aft quarterdeck *HMS Bacchante*, 22 September 1879, Portsmouth, when 'During the dinner hour all the officers assembled on the quarter-deck and were photographed in a group (*Vol 1, Pg 3, 1879*).'



**Prince George in the middle, group photo aboard *HMS Bacchante* - 22 September 1879**

RCIN 2580598 - By Todd-White Art Photography & The Royal Collection Trust, UK

Original date 3 May 1880 disputed by author

*September 25th (1879)*

*Steam was ordered to be up by 4 p.m.*

*Got under way at 5.15 P.M., made sail to topgallant sails, and proceeded thus out through the "hole in the wall." (*Vol 1, Pg 3; 1879*)*

Leaving Portland, England, the cruise of *Her Majesty's ship Bacchante*, 1879-1882, had begun.

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<sup>2</sup> MidShipman Hon. John Charles Scott is likely the son of Captain Lord Charles M. D. Scott.

Three months later now in the Colonies of the British West Indies, on the evening of the 7th January 1880, the princes were being entertained at a lavish dinner given by a wealthy businessman in Port of Spain, Trinidad. It then just past mid-night and the party was ending. After appropriate toasts to honor the Queen, the guests turned their attention to Prince Albert, and made a toast to his health, and for many happy returns for his 16th birthday, it being the 8th January. Much later in the day, now aboard *HMS Bacchante*, because he had 'come of age', Albert was promoted from Cadet to Midshipman. But in order to keep the two brother 'ratings' together, protocol required that George too, would need promotion. So George, still 14, was promoted to Midshipman alongside his brother.

Now to complete the accession story:

In a real-life saga equal in surprise to the modern portrayal of '*A Game of Thrones*', George's own two sons suffered the same fate as he, in reversal of expected roles. On George V's death in 1936, his eldest son Edward Albert Christian George Andrew Patrick David acceded to the throne as Edward VIII for about 11 months; then abdicated the throne at the end of the year 1936 to marry the American divorcee Wallis Simpson. George's second son, Albert Frederick Arthur George then acceded to the throne to become George VI.

George VI had two daughters; Elizabeth "Lilibet" Alexandra Mary the eldest; and Margaret Rose. On his death in 1952, his eldest daughter acceded the throne to become the much acclaimed and highly admired Queen Elizabeth II. Elizabeth II had an elder son Charles Philip Arthur George and a daughter Anne Elizabeth Alice Louise. On her death in 2022 her elder son acceded the throne as Charles III. Charles III has an elder son William "Wills" "Willy" "Wombat" Arthur Philip Louis and a younger Henry "Harry" "Harold" Charles Albert David.

Now, here again, we are witness to the uncertain unfolding history of Two Princes.

### **About the Author of the Main document**

In this section we touch on an understanding of the Reverend John Neale Dalton (24 September 1839 – 28 July 1931), the tutor and guardian of the 'Two Princes', Albert Victor and George Frederick, throughout their *cruise of Her Majesty's ship Bacchante, 1879-1882*; as it was he who compiled the text and collated the pictures that we are now using here. We need recall also that he was rated as Navy Chaplain *HMS Bacchante* throughout this voyage.

We learn from his biography that he attended Clare College, Cambridge, in 1858; was an extremely able student and achieved his BA (1st class) in 1863, won the Schofield Prize in 1864 and obtained his MA (Cantab) in 1866. Was a Church of England clergyman, a chaplain to Queen Victoria, a Canon of Windsor and tutor to the two princes (*Wikipedia*). The latter appointment given in 1871. He is also listed as an antiquarian, a liturgical scholar and an author. The credentials are of an able and competent character.

It is interesting to put some context to the function 'guardian' that the Reverend Dalton was entrusted to perform. It impacts virtually everything the princes got to do and also how we get to learn about it. He was invested with total parental control over the Royal children, with the added understanding that the Queen herself was looking over-his-shoulder, as she was the one who had approved this appointment. So Dalton became by default, the de facto adult Royal aboard *HMS Bacchante*.

Dalton's remit was the welfare of the Royal children but not their security, that was for others. He had to act the parent at all times, so had to have the *Big Picture* of what was planned and where they were going. He needed to be fully informed; and probably was involved with some of the planning anyway. Acting as 'parent', he was most likely at the children's side most of the time, wherever they went. This was of tremendous advantage to Dalton as he would have the same experiences the children had, meet the same people and learnt the same information imparted to them by well wishers. But as the adult, probably understood more of that information than the children did.

There was more going on here as well. As in those times, there was no radio invented yet and all communications was by mail; and inter-continental by undersea telegraph (Send a note by 'Cable'!). So he probably had to make brief reports, submit letters of requests and thank-you's; and then plan at which port of call to expect some sort of reply or promised mail. All tedious, slow, but expected.

All this is reflected in his writings; as we experience the passages where he is using extracts from the princes' notes, but in technical or some political areas, Dalton's own notes, understanding or reflections come to bare. Dalton was well read, well informed, and understood matters of state.

What is of interest to us here, is that in his preface to *the cruise of Her Majesty's ship Bacchante, 1879-1882*, Dalton informs us that he started compiling the document and the photographic materials, about some 3 years after the voyage had ended. It then took him about a year to compile and write the manuscripts, before it was all published in 1886 by MacMillan & Co. London.

To our best understanding, Dalton produced two volumes of written material (Vol 1, 675 Pg; Vol 2, 826 Pg) and nine volumes of photographic material in this endeavor. And as mentioned before; The Trinidad section that we represent here from *Volume 1*, comprising only 25 of these pages.

We must take our 'hats off' to Dalton, for his committed investment to this project, because it was no less than a mammoth undertaking all told. We may never fully know how well he performed as a surrogate parent, but are somewhat assured that he tried his best. In some places his information was inaccurate, and in others instances incorrect. Usually around finicky geographic locations; or because we understand things from our different perspective today. But these instances are few, and where identified, and the corrections are important enough, we may note this in the additions made elsewhere in this document.

On the whole, Dalton did an excellent job. Working as he did with the resources of 'Empire' behind him, we nonetheless still do marvel at what he managed to achieved. He did it all without the benefit of virtual instant recall, Google-it and the photo-retrieval abilities our global internet and the computing resources we take so much for granted today, have given us. Well done sport; and thank you for your valued legacy.



**Reverend John Neale Dalton**

**Group photo aboard HMS Bacchante - 22 September 1879**

RCIN 2580598 - By Todd-White Art Photography &

The Royal Collection Trust, UK

Original date 3 May 1880 disputed by author

## About the sail/steamship *HMS Bacchante*

During the era when Navies of Power were making the transition from Sail to Steam; where in Britain the change of the enlightened modernization was underway; where the impact of new technologies was moving from general scientific understanding to magic; where the understanding that disruptive technological change would seriously impact on the social order and the responsibility of governments to manage the flood of 'sailors of sail' who would be abandoned by the rise of 'Steam'; the British Navy designed an intermediate 'Duck'. That was all right, because other Navies of Power were making the same mistake. We have one of those examples here.

Some time before 1873 the British Navy made plans for the improvement and enlargement of the fleet by ordering the commissioning of three new ironclad ships of the 'Bacchante' class. A note appearing in the *Times* states: ...two iron screw corvettes, of 14 guns each, cased with wood, 3,912 (2,679) tons, 5,250 (700) horse-power, [are] both under construction at Portsmouth, and to be named the *Bacchante* and *Boadicea*... (*Times*, 22 April 1873). The third ship of that class being *HMS Euryalus*.

Built at the Portsmouth Dockyard, England, the three ships were respectively launched; *HMS Boadicea*, 16th October 1875; *HMS Bacchante*, 19th October 1876 and *HMS Euryalus*, 31st January 1877 (*Battleships-Cruisers.co.uk*). They were top-of-the-line craft (That's where that phrase originated); but were nevertheless unwieldy 'Ducks'. A description of *HMS Bacchante* (1876) follows.



**HMS Bacchante, ironclad corvette. Launched, 1876 – By reddit-WarshipPorn**

|                                     | <b>Specifications &amp; General characteristics</b>   |
|-------------------------------------|---|
| Name                                | <i>HMS Bacchante (1876)</i>   |
| Type                                | Ironclad screw-propelled corvette with sail   |
| Class                               | Bacchante-class corvette  |
| Builder                             | HM Naval Base, Portsmouth Dockyard, Hampshire, England  |
| Ships book                          | ADM 135/34  |
| Launched                            | 19 October 1876   |
| Trials report<br>(26th August 1879) | Experienced both light and strong winds. The ship was tried under steam and sail in both is a perfect steamer; under sail is slow in light winds, but sails well in a fresh breeze; is not crank but very steady, and altogether a very satisfactory ship. ( <i>Vol 1; Pg 1+2; 1879</i> ) |
| Fate (Scrapped)                     | Sold for scrap in 1897  |

|                   | <b><i>HMS Bacchante (1876)</i> - Specifications &amp; General characteristics</b>  |
|-------------------|--|
| Displacement      | Design 4,070 tons (4,135 tonnes); Actual 4,130 tons  |
| Dry weight        | Design 1,391 tons (1,413 tonnes); Actual 1,994 tons (2,026 tonnes)   |
| Tons burthen      | Design 2,679 tons (2,722 tonnes); Actual 3,923 tons (3,986 tonnes)   |
| Length            | Between perpendiculars, 280 feet (85.3 m); Extreme length over all, 307 feet (93.6 m)  |
| Beam              | 45 feet (13.7 m)   |
| Draft             | Aft, 23 feet 9 inches (7.2 m); Forward, 20 feet 9 inches (6.3 m)   |
| Coal              | Design 400 tons (406 tonnes); At a push 550 tons (559 tonnes)  |
| Fresh Water       | 47 tons (48 tonnes) in 57 tanks; Estimated twenty days supply; Condensate used (probably for crew) to avoid shore supply contamination   |
| Engine type       | Rennie; Horizontal, compound steam, three cylinders with return connecting-rod; one cylinder high pressure and two low   |
| Power rating      | 5,250 indicated horse power (3,922 Kilowatts)  |
| Boilers           | 10 boilers & 30 furnaces; manual stoke   |
| Funnels           | 2; Diameter, Fore at 8 feet 9 inches (2.7 m), Aft at 6 feet 6 inches (2 m); Height ~26 feet (7.9 m)  |
| Propeller (Screw) | Single Griffiths; Diameter 20 feet 10 inches (6.35 m); Length 4 feet 7.5 inches (1.40 m); Recommended minimum emersion of 6 inches (15.3 cm)   |
| Sail              | 3 Masts; 3 course square rigger; Square yards (?)  |
| Speed sail        | Actual 12 knots (13.8 mph, 22.2 kmph); 15th December, 1881   |
| Speed steam       | Actual 15 knots (17.3 mph, 27.8 kmph); 16th November, 1880   |
| Speed combined    | Actual 13 knots (15.0 mph, 24.0 kmph); 26th and 27th July, 1881  |
| Boats aboard      | 11 boats; Steam pinnace, 37ft, 6tons; Steam cutter, 28ft, 2tons; Sailing launch, 40ft, 4tons; Sailing pinnace, 30ft, 2tons; 2 x Cutters, 28ft; Galley, 30ft; Whaler (air cases), 25ft; Second gig, 25ft; Dingey, 14ft; Copper punt, 12ft |
| Anchors           | 5; 1 either side at front; 2 Aft (?); 1 spare (?)  |

|   | <b><i>HMS Bacchante (1876) - Armaments</i></b>   |
|---|--|
| Heavy   | 14 × 7-inch (177.8 mm) muzzle-loading, RML 7-inch 160-pounder 90 Cwt (4½ tons) ( <i>Wikipedia</i> ), guns; 2 on upper deck and 6 on each side of main deck. A note ( <i>Vol 1; Pg 2; 1879</i> ) indicates that at least 1 of the fore-castle (upper deck) guns was removed just before the main trip began; to 'improve trim'. |
| Heavy   | 2 × The 6.29-inch (160 mm) calibre muzzle-loading, rifled, RML 64-Pounder 71 Cwt (3½ tons) ( <i>Wikipedia</i> ), guns; 2 in the Captains cabin, Aft. A note ( <i>Vol 1; Pg 2; 1879</i> ) indicates that both these guns were removed just before the main trip began; to 'improve trim'.                                       |
| Lite  | 4 x Nordenfeldt, 10 barrel rifle-calibre (0.45 in, 11 mm) ( <i>Wikipedia</i> ) machine guns  |
| Torpedoes   | 6 x Whitehead ( <i>Vol 2</i> ) Mk 1; 118lbs guncotton ( <i>Wikipedia</i> )   |
| <b>Sources:</b> The Victorian Royal Navy, pdavis.nl; reddit-WarshipPorn; Wikipedia; Dalton, Reverend John Neale, <i>The cruise of Her Majesty's ship Bacchante 1879-1882 (1886) Vol 1 &amp; Vol 2</i> |  |

The meaning of ironclad, is a wooden-hull with an outside cladding of armor; usually from the waterline and up around the sides of the ship. We note from this data that *HMS Bacchante*, which would include all her class of corvettes; was about 43% overweight on design; and from other reports, had an undersized rudder. The overweight miss-match probably occurred because, at the time, naval gun design had improved their penetration power. So 'the boys in the back room', taking this latest technical improvement data into account, had to make the armor thicker than originally planned. The increased mass would also degrade rudder performance. A 'Duck'. What they did get very right however, and is a testament to their advanced understanding of 'Sail' technology; even though they had simplified the rigging to use the least number of different sails as possible for a tri-master, thus reducing 'hands-on-deck' required; the 'Area' of sail they would manage to rig, evenly matched in 'horse-power', that of the steam-engine installed.

|  | <b><i>HMS Bacchante (1876) - Ratings and Ship's Compliment</i></b> |
|--|--|
| Officers   | 39   |
| Petty Officers   | 55   |
| Seamen, Stokers, Carpenters, Servants  | 208  |
| Boys   | 36   |
| Marines  | 49   |
| Supernumeraries allowed  | 63   |
| Total Compliment   | 450  |
| <b>Source:</b> Dalton, Reverend John Neale, <i>The cruise of Her Majesty's ship Bacchante 1879-1882 (1886) Vol 1</i> |  |

*HMS Bacchante* (1876) rose into the public awareness in 1879 when it was announced that she would convey the two young princes, elder hair apparent Albert Victor 15 and his younger brother George Frederick just turned 14, on a 3-year world tour (1879-1882). Queen Victoria's disquiet that they would drown was somewhat allayed when the ship returned in one piece having been ordered to sail through a gale by the Admiralty (*Wikipedia*).



**Group photo aboard *HMS Bacchante*, Portsmouth - 22 September 1879**

RCIN 2580598 - By Todd-White Art Photography & The Royal Collection Trust, UK

Original date 3 May 1880 disputed by author

The excitement at the beginning of the venture brought the rank and the brass for a visit, with the need for a formal record of the proceedings. Photo taken below the port aft quarterdeck *HMS Bacchante*, 22 September 1879, Portsmouth, when '*During the dinner hour all the officers assembled on the quarter-deck and were photographed in a group (Vol 1, Pg 3, 1879).*' Group photograph of approximately forty officers, midshipmen and cadets, including Edward, Prince of Wales (later King Edward VII) [Centre seated + Top Hat].

*HMS Bacchante* would begin her world tour 3 days later on the 25th.

**The 3 Captains aboard *HMS Bacchante*, Portsmouth  
22 September 1879**

RCIN 2580598 - By Todd-White Art Photography & The Royal Collection Trust, UK

Original date 3 May 1880 disputed by author

The 3 Captains, those with the 4 bands on their sleeves. Seated from left, Captain Lord Charles Thomas Montague Douglas Scott then Commander George. W. Hill; with Admiral Henry Keppel standing behind on the right.





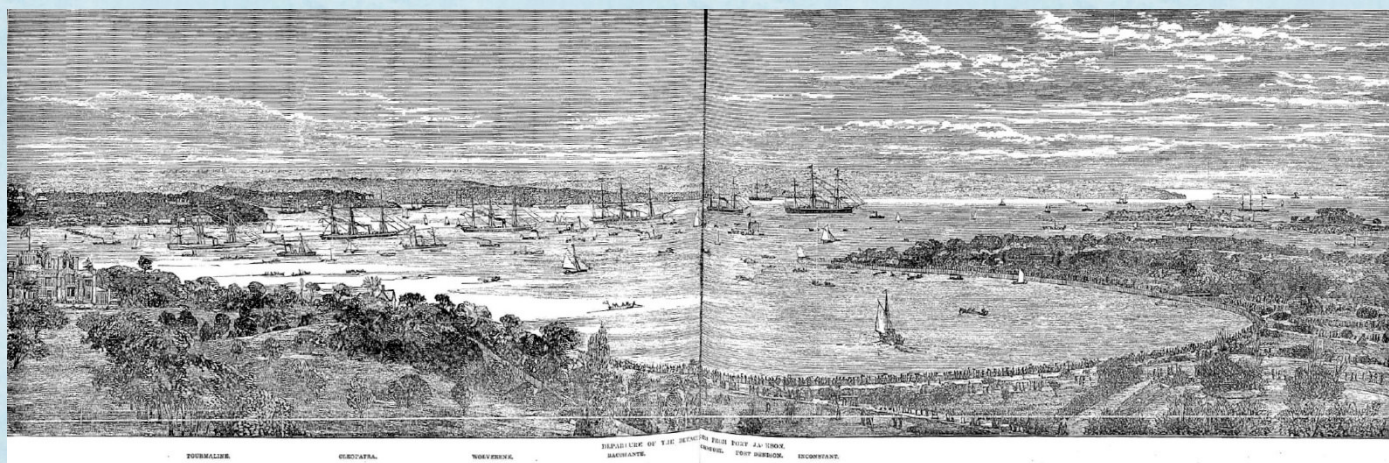


***H.M.S. Bacchante (1876) under sail by H. Whitehead***  
From the National Maritime Royal Museums, Greenwich, London

The fame attached to *HMS Bacchante* as she completed alone, the first part of her commission initiated on 15th July 1879; to the Mediterranean, The West Indies and then back home, that the idea that the journey was a great extravagance of the British government bending to the will of Royalty; though understandable, is a misplaced sentiment. There was a grander plan in play. This was a Public Relations (PR) projection of British Naval power through a visit to its overseas territories, in particular, a message to the East. *HMS Bacchante* was a ship-of-the-line and part of the European fleet. The Admiralty had ordered her to 'detached' from the fleet in compliance to the first part of her commission; and to then rejoin the fleet for a visit to South America, after which they would all sail Eastward (here again the order was for a 'detached fleet' this time); via South Africa and Australia. The presence of the two princes aboard was a cheeky 'soft power', icing on the cake, approach; so that foreign powers, with Royal visitors, would not feel threatened as they observed the presence of the British fleet.



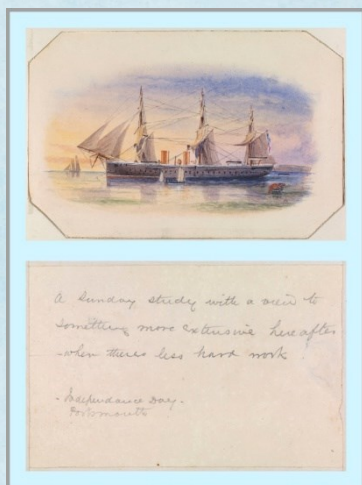
**Detached squadron of seven ships, Milson's Point, North Shore, Sydney – July - August 1881**  
*HMS Bacchante* second from the left  
RCIN 2580879 - By Todd-White Art Photography & The Royal Collection Trust, UK



**South Shore, Port Jackson, Sydney - Departure of the detached squadron 10 August 1881**  
Left to right - *HMS Tourmaline*, *Cleopatra*, *Wolverene*, *Bacchante*, *Carysfort*, Fort Denison, *Inconstant*  
Fort Denison can be seen in the centre  
From *The Australasian Sketcher with Pen and Pencil*, Pg 280-281; Is of Australian origin

As we are mainly concerned here with the West India leg of *HMS Bacchante's* great 3-year voyage, we close with only a brief note about how the voyage in general went. A short story of note is that on their second leg and on the way to Malborne, Australia, they ran into a force 10 storm and their rudder broke and jammed at an odd angle. They were detached from the flotilla and still under heavy seas and after a failed attempt at repair, but with some considered adjustments to their gear, as the weather slowly calmed managed to limp into Princess Royal Harbor, King George's Sound, Albany, South Australia. From there, they managed to telegraph their whereabouts to the Australian authorities who in turn managed to message the fleet, who gratefully learned of their landfall some 4 days after they had disappeared.

After some 26 days of difficult self repair at Albany, the ship visited Malborne and Sydney in Australia, then went on to Fiji, Japan, Shanghai, Canton, the Straits Settlements, Ceylon; transited the Suez then on to Cairo, Palestine, Athens, Crete, Corfu, Sicily and Gibraltar; and then home to Portsmouth. *HMS Bacchante* ended her voyage at Cows Roads, Portsmouth, England; with anchors dropped at 04:50 PM, 5th August, 1882 (*Vol 2*).



An interesting find has been this lovely little watercolour of *HMS Bacchante*. The image on the left shows that it is a page stuck inside a thin, specially cut, paper frame. From *The Royal Collection Trust*, it is listed as:

RCIN 933489 MONOGRAMMIST FMM *The Cruise of H.M.S. Bacchante 1879-1882. Volume I, The Mediteranean (RCIN 2580234): H.M.S. Bacchante, Independance Day, Portsmouth, 1879 drawn 1879 (front)&(back).*

With the Description;

*Vignette: showing steamship, at half mast, sailing to the left. Another ship to background left, two boats in the foreground centre and right. Land to background right. Signed by artist in monogram 'FMM'. Inscribed by George V on verso.*

On closer inspection, we find that the given label is incorrect on two counts. The back was not inscribed by a young George V; and that the sketch was not painted in 1879.

The first count is explained by reading the text on the back of the picture; which says:

*Sunday study with a view to something more extensive hereafter when theres less hard work  
Independence Day - Portsmouth*

That's the painters, FMM's note; not a young George V.

This also surprisingly gives us the date the sketch was painted; but takes some heavy sailing to properly get there.

So what we need to find is some 'Independence Day' of note; that occurred on a Sunday; and that fell within the period that the Two Princes were ostensibly having their 'Naval Training'; between 1877 and 1882.

So what 'Independence Day' would be large in the mind of a British sailor, who has nothing of the sort to reference from in his own culture. Two possibilities; the French and that of the U.S.A.

The French is an interesting one and will be delt with first as it was the only 'Independence Day' in the limelight from 1880, and onwards. This was because the French government only made the announcement on 6th July 1880 that 'Independence Day France', or more acceptably, 'Bastille Day' [14 July 1789] would hence officially be celebrated on the 14th July every year. So 14th July 1880 was on a Wednesday; in 1881 on a Thursday and in 1882 a Friday. That then puts the French celebration off this map.

But we do get a match with the American 'Independence Day', on the 4th July.

| Wednesday | Thursday | Friday   | Sunday   | Monday   | Tuesday  |
|-----------|----------|----------|----------|----------|----------|
| 4th July  | 4th July | 4th July | 4th July | 4th July | 4th July |
| 1877      | 1878     | 1879     | 1880     | 1881     | 1882     |

We see that the USA 4th July 1880 was on a Sunday. So where was *HMS Bacchante* that Sunday?

In Portsmouth, England, getting some repairs done, refitting and with one of its crew, on a bit of free-time, out painting a dreamy picture of his ship. It would make a wonderful memento, for a Prince.

*On the 21st [HMS Bacchante] having discharged powder and shell at Spithead, at 10 A.M. came up into Portsmouth harbour and alongside the north jetty, and from June 22nd to July 15th was again in the hands of the dockyard, refitting. On the 16th at 2 P.M. she went out to Spithead and anchored at 3 P.M., and on 17th took in powder and shell. (Volume 1; Pg 198; 1880)*



**HMS Bacchante - Watercolour by FMM – 4 July 1880**  
RCIN 933489 - By Todd-White Art Photography & The Royal Collection Trust, UK  
Original note & date 1879 disputed by author

Captain *HMS Bacchante* (1879-1882) Lord Charles Thomas Montague Douglas Scott was duly awarded a Civil C.B. by Queen Victoria for bringing her grandsons safely home. Captain Scott also brought home possibly one of the most seasoned crews of the British Navy of that era; it had been a very long commission. He had been at sea for 54,679 miles (87,997 km); 30,088 miles (48,421 km) under sail and 24,591 miles (39,575 km) under steam (*Vol 1 & Vol 2*). That's 6.9 times around the earth!

Prince George Frederick, survived over his elder brother's early death, to become George V (1910-1936). After 1901 as Prince of Wales, and before he became King, he took an interest in the plight of Navy seaman, and persuaded Parliament and the Navy to enact laws, particularly for the younger cadets, that improved their conditions, better than he had known (*Wikipedia, George Frederick Ernest Albert - George V*).

The cruise of *HMS Bacchante* 1879-1882 (*Pub. 1886*) Vol 1 – Trinidad B.W.I. 1880  
Journal of  
PRINCE ALBERT VICTOR  
&  
PRINCE GEORGE OF WALES  
With additions by John N. Dalton

To the Queen  
THESE JOURNALS ARE WITH PERMISSION  
Dedicated

The original document pagination is shown in square brackets [nn] for reference purposes.  
Note that these page numbers [nn] begin at the TOP of each relevant page. *eEd.*

*THE WEST AND THE SOUTH*

Subset:

AT SEA. Barbados to Trinidad - Pg 65 — 68  
Port of Spain  
High Woods  
Government House  
San Josef  
Arima Coolies  
Botanical Gardens  
Sugar-cane Mill  
Pitch-lake  
Usine at San Fernando – Pg 69 — 88

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Trinidad, British West Indies, 1880  
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**Leaving Barbados**

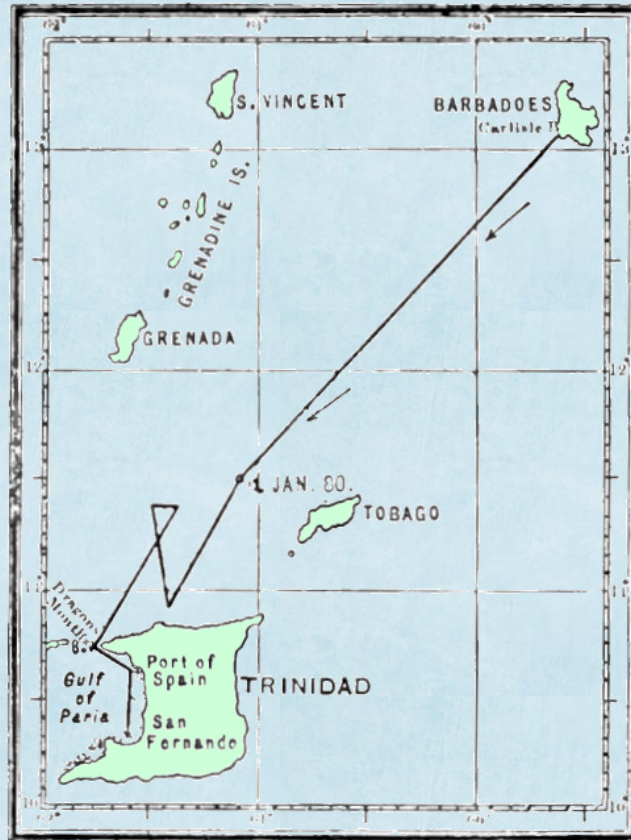
[Pg 65]

1880, Jan. 5th. — The Governor, the Colonial Secretary, and the Attorney-General came off to bid good-bye, as also did Captain Stirling and Mr. Nimmo, chaplain of the *Atalanta*, and Lieutenants Charrington and Fisher of the same ship. We stowed away our pots of preserved ginger and guava jelly, cassava biscuit and dried flying-fishes' wings (the last to be used for book-markers), and other Barbadian curios. Got the screw up before dinner and at 3 P.M. weighed casting to port and shaped course south-west-half-south. There was a fair breeze from the north-east, so that in the evening we were able to set stunsails.

**AT SEA. Barbados to Trinidad**

1880, Jan. 6th. — At 8 A.M. we sighted Tobago on the port bow and at 1 P.M. Trinidad. We have been sailing pleasantly along, making over six knots the last twenty-four hours, and thus cover 130 miles at noon to-day, which leaves fifty-nine. If we had now steamed [66] we could have got into Port of Spain the same evening, but we shall spend another cool night at sea outside the gulf.

BARBADOS TO TRINIDAD. (*Navigation chart & Ships log*)



| DATE.                          | FROM PREVIOUS NOON. |           |        | AT NOON.   |       | TEMPERATURE. |       |        |       |        |
|--------------------------------|---------------------|-----------|--------|------------|-------|--------------|-------|--------|-------|--------|
|                                | Course.             | Distance. |        | Wind.      | Lat.  | Long.        | Sea.  |        | Air.  |        |
|                                |                     | Sail.     | Steam. |            |       |              | Noon. | 6 P.M. | Noon. | 6 P.M. |
| Jan. 5                         | ...                 | ...       | ...    | N.E. 2.6.3 | N.    | W.           | 79    | 79     | 77    | 76     |
| 6                              | S. 42 W.            | 130       | ...    | N.E. 4     | 11.29 | 61.5         | 79    | 79     | 79    | 79     |
| 7                              | ...                 | 53        | 35     | N.E. 2.4   | ...   | ...          | 78    | 79     | 79    | 80     |
|                                |                     | 186       | 44     |            |       |              |       |        |       |        |
| Total distance..... 230 miles. |                     |           |        |            |       |              |       |        |       |        |

## AT SEA. Barbados to Trinidad

At 6 P.M. rove screw purchase and down screw and then tried to tack, but missed stays and so wore ship. The operation was repeated several times during the night as we stood on and off from the land.

Trinidad, next to Jamaica, is the largest of the West Indian islands; it is 48 miles long [E-W] and 65 broad [N-S]; its area [1,980 sqmi; 5,128 sqkm] is about the same as that of Lancashire.

It is really an outlying part of South [67] America rather than one of the Antilles. Its geographical position is one of great importance both commercially and politically. Its proximity to the delta of the Orinoco, that vast artery that leads to the very heart of the South American republics, entitles it to become the entrepot of much of their commerce. It was sighted by Columbus in his third voyage to the New World, on 31st July, 1496, when, in accordance with his vow to call the first land which he might see by the name of the Holy Trinity, he christened it La Trinidad. But the Spaniards never made much of the island till 1783.

1880, Jan. 7th. — At 8 A.M. the next morning commenced steaming, and at 9.30 A.M. shortened and furled sails. We entered the Gulf of Paria, through that one of the Dragons' mouths called the Boca de Monos.



Coast of Chacachacare, one of the four Bocas Islands between Trinidad and Venezuela,  
Bocas del Dragon (*Dragons Mouth*), Trinidad Dec 1879  
RCIN 2580403 - By Todd-White Art Photography & The Royal Collection Trust, UK



**On Chacachacare Island, Bocas del Dragon (*Dragons Mouth*), Trinidad Dec 1879**

RCIN 2580404 - By Todd-White Art Photography & The Royal Collection Trust, UK

The early morning had been showery, but it cleared up as we passed into the passage, so that we were able thoroughly to enjoy its beauties. The hills from their very summits down to the water's edge on either side are green; at first you imagine from a little distance they are covered with grass, but this resolves itself on your coming closer into a jagged and feathered mass of gigantic trees'; those on the sky-line stand out clear and distinct, and you begin to appreciate their size by considering those that hang over the rocks and shores beneath. To these in some places we approach within a cable's length first on one hand and then on the other. Here and there the woods are broken into by clearings on which stand a hut or two and gardens of bananas and other fruits: islands and bays alternate, and small groups of fishermen's huts with patches of white sandy beach in front, on which their nets are spread to dry and their canoes hauled up. In one bay on the port side just before entering the gulf was the stranded wreck of a large coolie ship, which had been taken ashore here by the current, which sets very strong through the passage, so that it is very difficult and almost impossible to make the Monos Channel under sail. The difference between the colour of the bottle-green water in the bay and that of the sea outside is great: the waters in the bay contain the muddy discharge of the waters of the Orinoco, "waters from the peaks of the Andes 1,500 miles away," which flow into the gulf through its southern entrance.





**Caledonia Island - The 'Five Islands' off Carenage, Gulf of Paria, Trinidad Dec 1879**  
RCIN 2580406 - By Todd-White Art Photography & The Royal Collection Trust, UK



**View from Nelson Island to Caledonia Island, Craig Island to the left**  
**The 'Five Islands' off Carenage, Gulf of Paria, Trinidad Dec 1879**  
RCIN 2580405 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Trinidad – Port of Spain

Away on the starboard hand right across on the western shore of the bay we get our first glimpse of the Spanish Main, where the mountains of Venezuela are towering above the clouds. We alter course to the eastward, and come to our anchorage three miles from [68] the shore at 2 P.M. off Port of Spain, the buildings of which we can just see in the distance through the masts and rigging of a whole line of coasters and merchant ships which are lying further in between us and them. There is not a breath of air stirring here: we are shut in completely from the trade wind which rushes along half a mile above our heads.

### AT TRINIDAD. (*Ships Day log*)

| DATE. | WIND.        | TEMPERATURE. |        |      |        |
|-------|--------------|--------------|--------|------|--------|
|       |              | Sea.         |        | Air. |        |
|       |              | Noon.        | 6 P.M. | Noon | 6 P.M. |
| Jan.  |              |              |        |      |        |
| 8     | Calm         | 81°          | 81°    | 80°  | 78°    |
| 9     | Calm         | 80           | 80     | 80   | 81     |
| 10    | Variable 1·2 | 80           | 80     | 80   | 79     |
| 11S.  | Variable 1·2 | 80           | 80     | 78   | 79     |
| 12    | Variable 1·2 | 81           | 81     | 79   | 79     |
| 13    | Variable 1   | 81           | 80     | 82   | 80     |
| 14    | Variable 1·2 | 81           | 80     | 78   | 78     |
| 15    | Variable 1   | 81           | 80     | 81   | 80     |
| 16    | Variable 3·1 | 80           | 80     | 79   | 77     |
| 17    | Variable 1·2 | 81           | 81     | 76   | 78     |
| 18S.  | S. E. 1·2    | 81           | 81     | 80   | 80     |
| 19    | E. 3·1       | 81           | 81     | 78   | 77     |
| 20    | Calm         | 81           | 81     | 80   | 80     |
| 21    | N. 1·4·1     | 81           | 80     | 78   | 80     |

On the right as the sun goes down we see the long straight lines of heavy mist rising from the swamps at the mouth of the Caroni river, while away on the left rise the wood-covered hills with here and there bright patches of flowers, amongst others a great yellow-blossomed poui-tree. The Governor's aide-de-camp came off, and Captain Lord Charles Scott went ashore to call on Sir Henry Irving.

**Trinidad – Coblenz**

That evening a large party of sixteen officers from the ship (eight of them from gun-room) dined at Government House, and then went to a ball given by Mr. Leon Agostini, a nonofficial member of the council.



**Gateway banner Welcome to *Coblenz*, Port of Spain, Trinidad 31 Dec 1879**

RCIN 2580399 - By Todd-White Art Photography & The Royal Collection Trust, UK



***Coblentz House of Mr Leon Agostini with verandah, viewed from drive across lawn  
Port of Spain, Trinidad 31 Dec 1879***<sup>3</sup>

RCIN 2580398 - By Todd-White Art Photography & The Royal Collection Trust, UK

Here the floral decorations were the prettiest we have ever seen. Coloured lamps were festooned up both sides of the long avenue that leads to the open space immediately in front of “Coblentz.” The lawn with its flower-beds was thrown into strong relief, for round the outside edge were standing a row of brown and black men holding lights which burnt now red, now blue, now yellow. The outlines of the one storied house itself were ablaze with rows of white lamps, which [69] ran round every window and doorway. The broad marble-paved verandahs which extended all round the exterior were left unlighted, a cool retreat from the ball-room inside, where those who sat or walked could look out on the coloured flower-beds, down to which, if they felt inclined, they could wander on the dry gravel walk. In the garden at the back of the house Mr. Agostini had erected a large supper-room in which all the guests, about 400, could be seated at once. There were three long tables with one cross one; the interior was decorated with many flags and small arms arranged in stars and other designs. The passage to the supper-room was through the large glass conservatory which in its turn formed a pleasing retreat. The whole place with its well-arranged combinations of subdued light and tropic foliage seemed to us more like fairyland than anything else. Everything went off uncommonly well, and at supper, as it was past midnight after the health of the Queen had been drunk and that of the Prince and Princess of Wales, every one wished Eddy many happy returns of his birthday; then off to the ship in the steam pinnace.

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<sup>3</sup> Recall: The photographer sometimes visits places of interest in advance.

*Coblentz*



**Interior of fancy kiosk at *Coblentz*, residence Mr. Leon Agostini  
Port of Spain, Trinidad, 7 Jan 1880**

Festooned with foliage, flanked by benches and potted plants  
RCIN 2580400 - By Todd-White Art Photography & The Royal Collection Trust, UK

*Coblentz*



**Dome of Kiosk leading into supper room, *Coblentz* House, Trinidad 7 Jan 1880**  
Foliolate patterned metal arch, candles in glasses, Chandelier & tulip lights  
RCIN 2580402 - By Todd-White Art Photography & The Royal Collection Trust, UK

*Coblentz*



**Supper room, *Coblentz*. For Pr. Albert Victor's birthday. Port of Spain, Trinidad 8 Jan 1880**  
RCIN 2580401 - By Todd-White Art Photography & The Royal Collection Trust, UK

1880, Jan.8th. — To-day both of us were rated midshipmen; we were at the time the only two naval cadets in the gunroom. Not a breath of wind, and though the thermometer shows only 80°, yet there is a more oppressive feeling in the moisture-laden air than we have ever known before. The hot black hull of the ship lying at anchor retains the heat long after the sun has gone down. In the afternoon Mr. Sendall (secretary to Local Government Board, Whitehall, and who was Director of Education in Ceylon when the Duke of Edinburgh visited that island), a guest of the Governor's, Mr. Wilson, and Mr. Tanner (Director of Public Works), came off and arranged about excursions in the island next week. After dinner the "Snowdrop Minstrels" (the *Bacchante's* Christy Minstrels, composed of blue jackets and marines) made their first appearance; White, Cooper, Emery, Nash and Golding, were the chief performers on this occasion, the latter being the best hand as "Bones" and as a step-dancer. So ended Eddy's birthday festivities.

## Trinidad – Around Port of Spain

1880, Jan. 9th. — General quarters as usual on Friday. In the afternoon we landed in the officers' boat and went up with some other mids, and had a good afternoon at lawn-tennis in the Government House grounds, which are very pretty, and in which we saw the cottage where Mr. Kingsley stayed, and then had a swim in the fresh water bath-house close by. We walked down to the jetty and came off to the ship by the six o'clock boat. The negroes here [70] seem to be quite different from those at Barbados, they cheered very well and did not jump about so much. Several fat negresses were sitting here and there with trays of abominable-looking half-melted sweetmeats in the streets.



**Up Abercrombie Street over King Street junction, Port of Spain, Trinidad 1880**

RCIN 2580408 - By Todd-White Art Photography & The Royal Collection Trust, UK

1880, Jan. 10th. — Left the ship at 10 A.M. and went ashore in the steam cutter, and were met on landing by Captain Holder, aide-de-camp, and Captain Baker of the police force. The street from the landing place is broad and straight; we drove across the Marine Square with its fountain in the centre, and palm-trees and wooden warehouses around with shady arcades, in front of which are lying bales of goods and casks. At the corner stands the Club-house, and away to the right rise the two towers



of the Roman Catholic Cathedral. The square-towered English Church we pass further up the street on the left hand side, and then the long new Government Buildings brick-built and capacious. Over the garden walls on each side hang bright purple flowers, or up aloft from behind them stand the long-fingered tapering cactuses twenty or thirty feet high; then past the hospital on the right hand side. Further on are gardens round the single-storied, bright-painted villas, all without chimneys or glass windows; they look out into the park or grass savannah in front that lies on our left hand, fringed with trees, till at last we come to the little lodge or guard house at the entrance of the Botanic Gardens, where the sentry turns out to salute, and so to Government House, which has a projecting porch over the front door like that at Sandringham; here we found that the captain had been stung that morning in the bath-house by a huge wasp; “a caution to bathers.”



**Club House, Port of Spain, Trinidad 1880**

RCIN 2580410 - By Todd-White Art Photography & The Royal Collection Trust, UK

A best guess places the Club House at the corner of Knox Street as we look North, up Frederick Street. Woodford Square is in the front, on the left.

**Around Port of Spain**



**Holy Trinity Cathedral spire on the left of Hart Street  
Port of Spain, Trinidad 1880**  
RCIN 2580413 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Around Port of Spain



**St James's Barracks, Port of Spain, Trinidad 1880**  
RCIN 2580442 - By Todd-White Art Photography & The Royal Collection Trust, UK

**Around Port of Spain**



**Albizia saman, also known as Calliandra Saman, in Port of Spain, Trinidad 1880**  
RCIN 2580423 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Around Port of Spain



**Colonial Hospital viewed from the South-East corner of the Queen's Park Savannah  
Port of Spain, Trinidad 1880**

RCIN 2580415 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Trinidad – A miss at Blue Basin

We lunched at 11 A.M., and at 1 P.M. three wardroom and three gunroom shipmates joined us, and so did Mr. and Mrs. Agostini and Mr. Wilson (who hails from Deeside), and we drove out to the Blue Basin, past the barracks at St. Anne's at the end of their heavy avenue (where a company of the 4th Regiment is stationed), and through the coolie village, where the Asiatic features of the thin-limbed men and women standing about, the latter with silver bangles on their arms and feet, or rings in their noses, and many of the former with some caste-mark of paint on their foreheads, contrast strangely with the thick-limbed brawny negro. Some of the coolies are Chinese. All the houses stand on stilts to let the air under their floors, and all the cooking is done away from them in a small out-house behind, or between a few stones on which the pot rests; the washing at the bay behind under the coco palms which fringe its edge.

[71] The gru-gru palms, the cacao plants with their heavy brown pods, the bois immortel in full scarlet bloom on its grey branches each without a single leaf, and the whole aglow like a burning bush against the blue sky, and numerous other tropic plants and trees were very fine ; but it came on to rain, heavy and pouring, and we had to go into a wooden cottage (on stilts like all others) in the wood amongst bananas and cacao plants for shelter, and never got to the actual Blue Basin at all. We returned in time for the six o'clock boat from the jetty and came off in the steam cutter with Mr. Lawless and Sceales, who met us there; they had been out botanizing, but had not had a drop of rain, though we were wet through.



**Blue Basin waterfall, Diego Martin Valley, Trinidad 1880**  
RCIN 2580443 - By Todd-White Art Photography & The Royal Collection Trust, UK

## A miss at Blue Basin

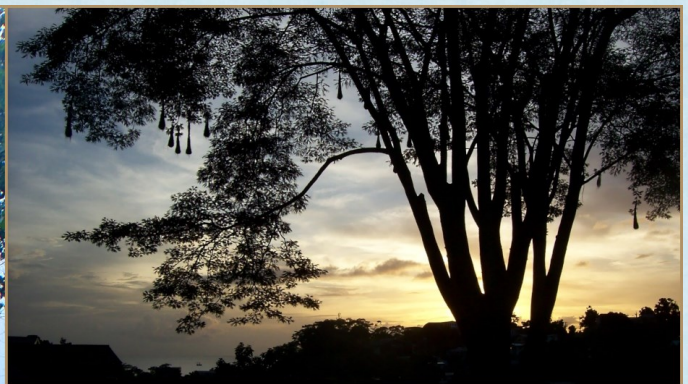


**Reservoir, Maraval Valley near Port of Spain, Trinidad 1880**  
RCIN 2580444 - By Todd-White Art Photography & The Royal Collection Trust, UK

1880, Jan. 11th. — At 8.30 A.M. the captain and John (who, to keep his uncle in countenance, has been badly stung in the eye by a mosquito) came on board. Morning service at 10 A.M. on the upper deck under the awnings; we were interrupted, however, by what turned out to be a false alarm of coming wind and rain, and the service was hastily concluded and the awnings furled; neither the one nor the other appeared, and the sun shone on in full meridian tropic heat for the rest of the day.

## Trinidad - High Woods on a trip to the Couvas

Jan, 12th. — Left the ship at 9 A.M., a party of eighteen officers or more, landed and went straight to the station, where we met the Governor and his aide-de-camp and Mr. Sendall. Went in a special train under the charge of Mr. Tanner (Director of Public Works) and Mr. Marryatt by San Josef to Couvas, through woods and clearings and sugar plantations. When crossing the Caroni river noticed the mangrove-trees with their curious roots standing out from the mud, and then past a lofty tree on the left, from which dangled several orioles' nests like pouches, each more than a yard in length, and which on returning we took home with us. The bird, to defeat the monkeys and lizards, weaves these purse nets, and suspends them by a twisted cord of creepers from the end of a bough. At the bottom of the purse is the nest with entrance from below: and there, as in a hammock, she swings backwards and forwards in the breeze.



Weaver bird tree, San Fernando, Trinidad, TT - 20160731 by tobagojo@gmail.com

Weaver bird nests, Gran Couva area,  
Central Trinidad, TT - 20100126 by Dede

Corn-bird - Crested Oropendola  
(*Psarocolius decumanus*)

Asa Wright Nature Centre, Tunapuna-Piarco, North Trinidad, TT  
Macaulay Library ML204835331, 20171122 by Luis Mario Arce



**Hanging nests of the Corn-bird the Crested Oropendola which are about 1 yard/m long**

Mistaken in the text as belonging to the Yello Orioles, which are also weaver birds local to the Trinidad region, but whose nests are much shorter than those of the Corn-birds.





Oriole on a visit, San Fernando, Trinidad, TT  
20190811 by tobagojo@gmail.com

Weaver bird  
Yellow Oriole (*Icterus nigrogularis*)



Yellow Oriole nest, Caparo, Barinas, Barinas, Venezuela  
Macaulay Library - 20100428 by Diana Liz Duque Sandoval

### The short nests of the Yellow Oriole

We got out of the train at Couvas, which is the furthest point the line is yet made to, eighteen miles from the junction at San Josef, twenty-four miles in all from Port of Spain, and there saw the Roman Catholic padre and the Protestant pastor, and drank the Queen's health with them and the railway people; then back to Chaquanas (Shagwan) [That's today's *Chaguanas*] and from there mounted some open trucks, in which wooden chairs and boards were arranged [72] for seats, and went up along the tramway drawn by mules through the primeval forest to Mr. Neilson's wooden cottage with its deep verandahs and cool rooms. He came originally from Dumfriesshire, and knew the Duke of Buccleuch before Lord Charles was born. He has been forty-five years out here and is now the "patriarch of the forest." Unfortunately it was wet, but the captain, who had had his photographic apparatus brought up into the forest, took a few photos of the trees in the rain.



Captain Holder's photograph of trees taken in the rain at Schwanas [Today's *Chaguanas*]  
Trinidad 12 Jan 1880

RCIN 2580452 - By Todd-White Art Photography & The Royal Collection Trust, UK

We then sat down to lunch, which we had brought with us, and after that Mr. Marryatt, Dr. Lloyd, Mr. Lawless, and ourselves, tramped off under Mr. Neilson's guidance into the High Woods and saw a balatà tree pierced; the wound on the bark is first red, and from this swiftly comes forth thick white milk; which in an hour's time will congeal into guttapercha. We could not find a water-vine, but enjoyed hacking and hewing with a long knife-cutlass at the trumpet trees and tough creepers, which trail and clasp and intermingle around and above the underwood of cactuses, palms, orchids, and what not. A beautiful blue moth as big as a bat went flying by over the crotons with their many-coloured leaves. We could not help thinking much of Mr. Kingsley and his book *At Last*, which we have been reading lately; but we were told that the full untouched beauty of the High Woods, as he describes them, was now three or four miles further on, as all the larger trees, though several of those here appear giants to us, have been cut out near the convict establishment.

These forests extend all across the island, but are being gradually cleared on each side of the rail, and on the rich soil thus laid bare cacao plantations and sugar cane are being reared. The railway costs 10,000*l*.<sup>4</sup> a mile, as all the ballast has to be brought from Port of Spain, but when it reaches to San Fernando, twenty-one miles further, it will pay at least 8 or 9 per cent, on the capital expended. It is all Government work, and on its returns the revenue of Trinidad in a great measure depends. We saw the coolies and the negroes promiscuously working together upon it under white foremen.

### Trinidad – Government House



**Guard house at entrance of Avenue of Government House, Port of Spain, Trinidad 1880**  
RCIN 2580416 - By Todd-White Art Photography & The Royal Collection Trust, UK

<sup>4</sup> What currency or value does *l* represent in Trinidad in 1880? Ah! Recall *l**sd*; thus *l* is equivalent to £ Sterling

## Government House



**Avenue to Government House, Port of Spain, Trinidad 1880**  
RCIN 2580417 - By Todd-White Art Photography & The Royal Collection Trust, UK

On arriving at Government House in the evening we found Fuller and the luggage; but before going to our rooms all walked off across the gardens for a bathe in the bath-house, where the Doctor frolicked and frisked and turned somersaults in the water and dived for shillings thrown to the bottom, as agile and as lithe as any youngster. Mr. Pyne sent across to the bath from the cottage some tea and biscuits, which were very jolly. The new and [73] substantially-built Government House stands in the middle of the old Botanical Gardens in a lovely situation, and with its lofty rooms and deep verandahs was designed by Mr. Ferguson on Indian model. Our rooms were at the top, looking out upon the woods. In the verandah outside Mr. Prestoe (the Curator) had arranged some screens of ferns and crotons in front of two Indian hammocks there slung in the shade, and had provided other fresh and lovely flowers all about the rooms, amongst which were a quantity of English roses, which he renewed every morning. Up under the eaves of the roof the long paper nests of the Jack Spaniard wasp were hanging, odd looking like bits of comb, and out of which had come those that stung the captain and his nephew, who are occupying the next room to ours. Lizards run about everywhere. The Doctor dosed us all with quinine before we went down to dinner, to which came, amongst others, Mr. Bushe (the Colonial Secretary) and Captain Baker, so that we were twenty-two in all. This island is in striking contrast with Barbados: that was all sugar-cane where it is not rock, this is full of great trees and most luxuriant vegetation of all kinds.

## Government House



**Government House, East (top) & West side, St Ann's Road, Port of Spain, Trinidad 1880**  
RCIN 2580418 (top) + 2580420 - By Todd-White Art Photography & The Royal Collection Trust, UK



## Government House



**Government House, South side, Port of Spain, Trinidad 1880**  
RCIN 2580421 - By Todd-White Art Photography & The Royal Collection Trust, UK

Government House was erected between 1873 and 1876, patterned after Victorian style colonial architecture. The foundation stone was laid on 24th July, 1873 (*The Office of the President, Trinidad, TT*). The stone facade is of local blue limestone, the roof covered with Welsh Dutchess slate. The building contains Victorian columns and railings with Victorian Italianate style arched portals and loggias. (*UDeCOTT*)

Used as the residence of the Governor of Trinidad and Tobago from 1876 to 30 April 1958, at which time it became the residence of the Governor-General of the West Indies Federation. When TT attained independence on 31 August 1962, the mansion was then used as a museum and art gallery for a period, until it again became the residence of the governors-general. (*Wikipedia*)

When TT became a republic in 1976, the Governor-General's house was subsequently designated as *The President's House* becoming the residence of the President of the Republic of Trinidad and Tobago.

1880, Jan. 13th. — Woke very early to the sound of the birds, who have a fine time of it here, as no bird of any sort or kind, under any pretence whatever, is allowed to be shot in the island: one was a brown and yellow bird, whose clear ringing note something like a thrush's has been fancied to resemble “*Qu'est ce qu'il veut?*” “*What's he want?*” others had a scream like the peacock's; the swallows and wrens and other smaller birds were scudding all about, as we went across the gardens to bathe before breakfast. This was at 9.30 A.M.; we then tasted for the first time “pepper pot,” and chirimoyas, and al[l]igator or avocado pears, large round brown fruit with a light green buttery pulp round the central stone which you scoop out with a spoon and eat with pepper and salt; it is more a vegetable than a fruit, and is nicknamed “midshipman's butter.”

### **Trinidad - San Josef (*Saint Joseph*)**

Then started for the station through the town by the same road we came up yesterday; the black vultures, never molested (for they consume the carrion of the streets), were hopping lazily about and standing on the roofs of the houses like spreadeagles with their wings extended to dry in the morning sun. We left by the ordinary 11 A.M. train for San Josef, several officers from the ship joining our party. At San Josef, ten miles from Port of Spain, mounted on ponies, rode through the town along the broad grass-grown streets to Monsignore Orsini's, who, although [74] resident here, is a Corsican proprietor. There are many Corsicans in the island; their ancestors came here from San Domingo at the time of the overthrow and massacre of the French colony there by the negroes at the outbreak, in 1790, of the French revolution.



**Village of San Josef with sugar cane in the foreground, Trinidad, 1880**

RCIN 2580445 - By Todd-White Art Photography & The Royal Collection Trust, UK

## San Josef



**The Presbytery of San Josef, Trinidad 1880**  
RCIN 2580446 - By Todd-White Art Photography & The Royal Collection Trust, UK

We dismounted for a few minutes and went into his drawing-room and tasted his wine; then on to the ponies again and out to Marracas Fall, past the church at the brow of the hill, the western door of which was open, so that we saw at the end of the nave and before the altar the light of the Perpetual Presence burning, and the bell in the tower was clanging. All the negroes and coolies of the villages on the road had hung out flags and made arches of crotons, bamboos and hibiscus (a trumpet-shaped crimson flower), and stepped out in twos or threes to offer oranges or other trifles to us both as we rode along. The valley we are riding up is the one that was first colonised in early Spanish days; the road crosses and recrosses the stream, which in parts is like a clear English, Welsh, or Scotch trout burn, except that the palms and bamboos alone now and then remind us that we are in the tropics; the hills on either side the valley are clothed to their summits with dense forest verdure, but here and there this has been cleared, and we ride along narrow paths through the brown-podded shrubs of the cacao plantations. When we arrived at the cascade we found it was very full of water, owing to the last few days' heavy rain; it throws itself over a steep cliff which rises at the head of the valley sheer for 300 feet, and comes down in spray jets into the pool below that is surrounded with bright ferns and mosses. Some of us bathed in the pool, but found the waterfall too stinging. Returning down the valley along the narrow and muddy path, one of us had a narrow escape of a roll over down the green abyss, for his pony slipped and over he went at once, but felt the strong arms of a black round him, who with his large feet held fast to the mud, lifted him up, then trotted on ahead unconcernedly as if nothing unusual

had occurred. We lunched in a marquee halfway down the valley, at which Monsignore Orsini, having come out in his hooded buggy, joined us, and several officers of the 4th Regiment. Afterwards, on the grass outside, there was some negro wrestling and singlestick, then back to the station and home. On returning, the views appeared finer than they did on going up; one outlook over the plain was very much like that over the sea in the distance; at another spot just above San Josef, from the front of the church with the yews on the right, the plain looked, in the low evening [75] sunlight, just like an English park with its grass and large rounded trees standing here and there in the paddocks. The land has increased upon the sea here much as it is doing in the Wolferton marshes at home upon the Wash; and where Sir Walter Raleigh rowed up in his barge is now dry land.

### **Trinidad – Caroni River**

The same day a party of officers from the ship went away in the steam pinnace up the Caroni river to shoot alligators and iguanas, and got five. While they were lying-to under some trees in the river one of these latter deliberately dropped from an overhanging bough with such good aim that he went head-foremost down the stoke-hole of the pinnace, to the consternation of the stoker, who was at first in doubt whether it was a shark or the devil who had thus come on board seeking to devour him.



**Tropical plants within the swamps at the mouth of the Caroni river, Trinidad 1880**

RCIN 2580449 - By Todd-White Art Photography & The Royal Collection Trust, UK



**Trinidad – Arima** (*& Meeting some Caribs*)

1880, Jan. 14th. — Walked across the gardens as usual before breakfast, down through Mr. Kingsley's cane brake, to the bath in front of the cottage in which he stayed. The weather was showery, yet started, after a cup of coffee with the Doctor and Mr. Sendall, at 9.30 A.M. for the train, where we met Mr. Tanner, Mr. Marryatt (of San Fernando), Mr. Wilson (commissioner for north of the island), and four officers of the 4th Regiment, and then off to Arima, nine miles beyond San Josef junction. The sixteen miles of this line were opened in 1876.



**Bridge on the Arima Line. A sixteen-mile railway opened in 1876. Trinidad 1880**  
RCIN 2580450 - By Todd-White Art Photography & The Royal Collection Trust, UK



**A small steam engine of the Arima Line, Trinidad 1880**

RCIN 2580451 - By Todd-White Art Photography & The Royal Collection Trust, UK

The locomotive was first sent to Trinidad in 1875 from Leeds. Built by *The Hunslet Engine Company*, serial number #125. It first came out to Trinidad as the contractor's engine (*Caldwell and Sons of Holyhead*) to build the **Arima Line**. Once the line was opened it was sold to the Trinidad Government Railway. The engine was the first one on the TGR to carry a name *ARIMA*.

(*Glen Beadon, Trinidad & Tobago Railway Historian, eMail 6 January 2024*)

The tropic woods here are lovely as else- where, and the village is prettily situated. We drove up to the Rest House, where breakfast was ready. It came on pouring with rain, and for an hour or so we could not go out. At last it cleared a bit, and we started for a cacao plantation on the other side of the river, where we saw the berries from the pods dried, spread on large flat drawers which are pulled out when the sun shines, and shoved in when the rain comes. Then we all undressed, leaving our clothes in the wooden hut, and rushed through the wood in nothing but mackintoshes down to the river, where we had a capital bathe in a great pool and a long reach, down which came tumbling and floating great logs of wood, on which some in vain tried to straddle. Then again to the hut on ponyback, careering round the racecourse. Afterwards rode up from this to the top of the Calvary, where to Eddy, who had dismounted and was sitting on the stone steps of the cross, a dozen or more of the descendants of the aboriginal Indians, short, thickset men, square-faced, yellow tawny and heavy-featured, were presented. Their hands are small-boned and delicately shaped. There are but few of this race now in Trinidad, and they are the remains of the tribes that were here before Columbus [76] sailed into the bay: most of those who have survived the incoming of the Spaniard, the French, the negro, and the coolie, have migrated from the island across the gulf to the mainland, and now live round the mouths of the Orinoco. Those we saw, however, professed to be quite contented with their lot, and asking in

their quiet caressing way if they might touch his feet, seemed pleased, and said “that under God they had now no prince but the Queen.”

There was a fine broad view from this Calvary away over the valleys and woods and plain to the gulf beyond. On our returning to the Rest House some of these Indians came and danced a fandango on the grass in front, and then gave their shak-shaks to us (these are short sticks a little over a foot long, at the upper end of which is a round dried seed-ball, four inches in diameter and hollow, with a few seeds which are rattled by the performer to mark time with his dancing). Also an old man grey-haired, who had walked miles to join the sport, presented an extraordinary-shaped supplejack stick, and a woman a lot of flowers.

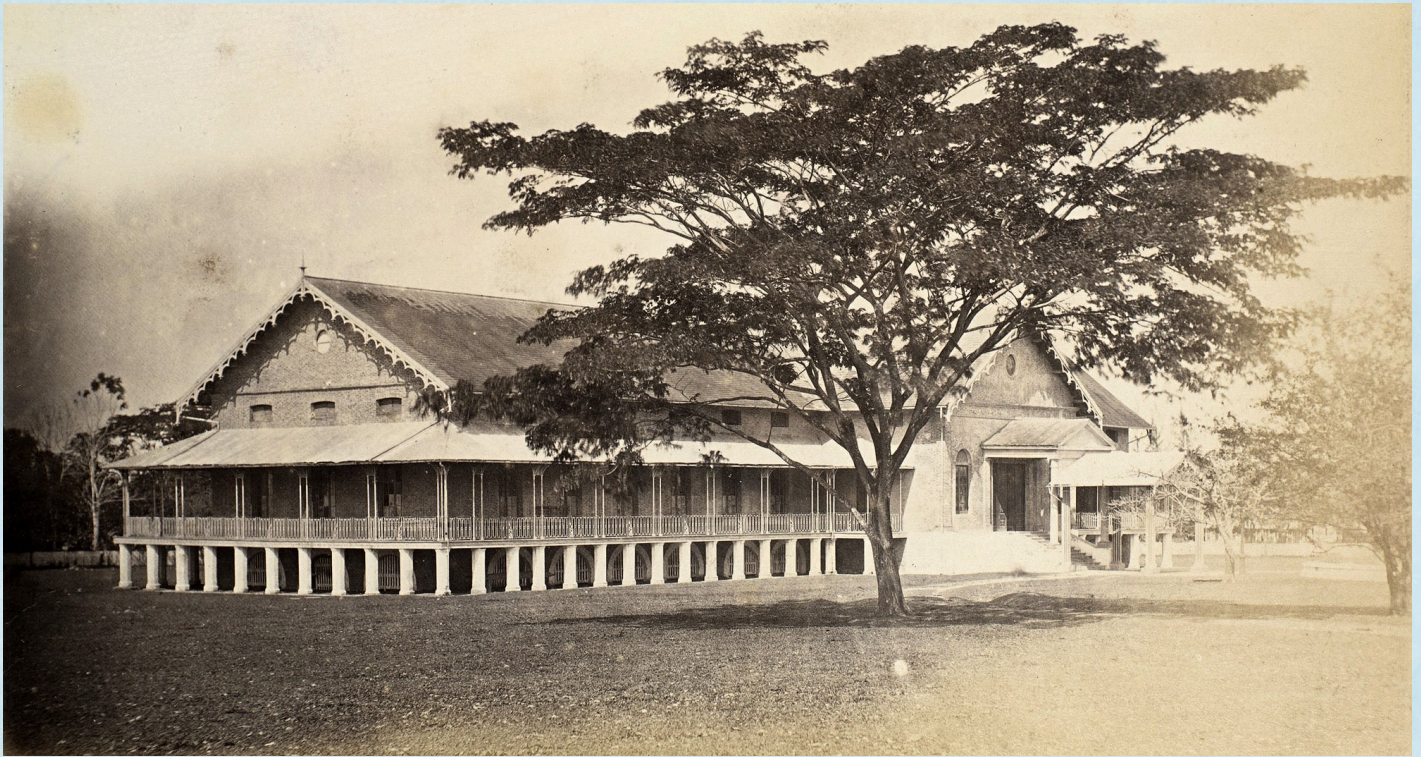


**Forest clearing in the High Woods, Tamana, Trinidad 1880**  
RCIN 2580453 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Trinidad – Coolies

Here too came some coolies, the fathers carrying the children in their arms. They seemed to be uncommonly fond of their children: one of the fathers stood with his black-haired, round-cheeked, clear-eyed handsome little lad in his arms to be admired in front of the Rest House patiently for a couple of hours. At length George gave the boy a piece of cake: the father went away and came back bringing crackers, which he proceeded to let off on the ground in sign of his joy that his boy was admired. We heard that this man was one of the best of the lot, and most successful. The coolie immigration, which is conducted under the most stringent regulations as to the number that any planter may contract with, and as to their housing, nourishment, and medical attendance, has enabled the Government to open up the resources of this island most wonderfully. So intimate and mutually beneficial is the connection that binds together the several portions of the British Empire, and enables the Hindoo of Asia to attain to freedom and plenty in the empty islands of the Caribbee in America. (There is a good account of the Coolie Immigration in *At Last*, pp. 117 to 124, and of the Education Acts for the island at pp. 344 to 363). At the end of the five years for which they contract, Government is bound to find them a free passage back to India: but so contented are they with their lot here that but few avail themselves of this, and they prefer to exchange it for a Government grant of ten acres of land and settle [77] down on their savings in Trinidad, where they form entire villages of their own: and the savings they amass are really extraordinary. A very practical result of the system is this — every year ships take back to India returning coolies, with, on an average, seven to eight thousand pounds between some 400 or 500 souls, exclusive of quantities of jewellery, often of great value. And, strange as it may appear, incoming ships bring back many coolies who have spent or lost their money, who are returning in order to get more, and not only that, but bring relatives and friends with them. Some rise in the scale of society, become hotel-keepers, cab proprietors, owners of race-horses or cattle farms. The contrast between the poor, abject, slouching, half-starved individual who crawls on board ship at Garden Reach, Calcutta, and the erect, self-important man who struts about his West Indian home, clothed in gaudy raiment, with a goodly balance at the local savings bank, is immense. In India they cannot earn more than 1½d. or 2d. a day. Here they earn 10s. or 11s. per week. Food good and ample is found for them, house room, and in case of sickness better hospitals and attendance than can be found in most English villages. By the Education Act all the youngsters are compelled to attend school some hours every day. If hardships or injustice arise, there is always the immigration agent or the local magistrate whence to seek redress, and many barristers, who make a good living out of the coolie, for the latter loves to go to law. The skilled coolies, as a rule, finish their tasks (if they labour by piece-work) at 1 p.m., and the feeblest about 3 p.m., including all times for meals. Such labour cannot be called excessive. Formerly their number was insignificant; now they form nearly one-third of the population of Trinidad: and if adult males only are reckoned the proportion of coolies is much larger. [In the last three years the influx of these assisted emigrants has been about 3,000 a year into Trinidad. British Guiana and Trinidad together have taken 90,000 between 1871 and 1882, and during the same period 16,875 have returned to India, taking with them as their savings no less than 328,243l.] Doctor Crane, the head of the medical service in the island, and Mr. Pierre, one of the few pure-blooded negroes who have attained to the position of magistrate, and who might both by his manners and speech pass anywhere for an English gentleman, came in and were presented.

We got back to Government House by 6 P.M.: After dinner went at 8 P.M. to hear the oratorio of *Elijah* performed in Prince's Buildings. It was very well rendered, especially the [78] instrumental part. We stayed to the end of the first half, and then went home. As we lay in bed after the lights were put out it was very curious to observe through the mosquito curtains the fireflies — little puffs of white light flitting here and there all over the room: they don't shine continuously, but apparently flash up for a second when they like.



**Prince's Buildings, Port of Spain, Trinidad 1880**  
RCIN 2580409 - By Todd-White Art Photography & The Royal Collection Trust, UK

### **Trinidad – Over the Saddle and Gap to visit La Pastora**

1880, Jan. 15th. — Started at 10 A.M. on horseback with Mr. Wilson, Mr. Agostini, Mr. Marryatt, Captain Baldwin, and Mr. Sendall, to go over the Saddle and Gap to La Pastora, Mr. Borde's place, to lunch. We had a beautiful ride up the Maravilla Valley and over the Saddle (a curious ravine at the top of the hill), and then down through San Antonio, one of the best cacao plantations in the island, and which belongs to the chief justice. The banana is always planted along with the young cacao, in order that its large leaves may act as an umbrella to the young cacao shrubs, which cannot bear exposure to the direct rays of the sun. We rode through woods in which the bamboos, the oranges, the candle-trees, and all the vegetation were growing most luxuriantly. At the police station we met the Governor, who had driven round another way by road in the carriage, and shortly after arrived at La Pastora, a very pretty villa, where we dismounted, and then went down, half a dozen of us, to the stream a quarter of a mile off to bathe. No sooner were we in the water than it came on to pour with rain, and so we had some difficulty to keep our clothes dry, but carried them up with us under umbrellas in bundles across the lawn, as there were no ladies in the party, to the house, and there dressed. After a capital lunch and much kindness from Mr. Borde we rode back. The rain, however, came down in floods, and we were

soaked to the skin; and in this state envied one or two of the glistening-skinned natives that we passed on the road, who had all the shelter they needed for their heads under palm-leaves which they carried in their hands. It was intensely hot riding in these steaming clothes, although the thermometer marked only 82°. Arrived at Government House, got into dry clothes, and, as the rain had ceased, started at once to the cricket-match which eleven of our officers were playing against a team of eighteen *Bacchante* bluejackets. The men were out for thirty-nine, and the officers scored fifty for seven wickets. The ground was in an abominably mashy state owing to the heavy rain. The first lieutenant was scoring. The men had a capital dinner provided for them under the shelter of the grand stand close by. Torrents of rain that night.

### **Trinidad - Humming-birds**

[79] Jan, 16th. — Very wet. We were to have had a quiet day in the Botanical Gardens, but most of the morning we had to stay at home and were knocking the balls about in the billiard-room, where also was “Theophrastus Such,” just arrived from England, for those who preferred his converse. A little parrot, sent up as a present, and a lap, which is a strange thing, half pig and half dog, with a snout and bristles like a porcupine, arrived. In the after-noon walked up with Mr. Sendall, Currey, and Dr. Lloyd to “The Folly” behind the house, from which we got a good view over the bay southward. Passed many convicts employed in the grounds sweeping up the leaves and working in the garden. We passed many patches of the sensitive plant, and convolvuluses of every hue, and saw many poui-trees in flower, the large yellow blossoms of which are like a foxglove, only bigger. Nearly all the trees here bear flowers; and at first it has a most strange effect to see a great tree like an ash covered to the summit with blossom like a scarlet geranium. We picked up a lot of gru-gru nuts which had been dropped all over the place by children going up to play, and also round sand-box pods; these last burst with a loud noise and shed their seeds: they make capital paper-weights when filled with lead. At the top met two or three Roman Catholic priests, and in course of conversation learnt their ideas, without their knowing who we were, of things in general, Trinidad in particular, more especially concerning the *Bacchante*, which we could see lying off in the roads. Then back to the house. The usual bathe in the bath-house before dinner, going down to it under the palms and giant bamboo bushes close to the cottage where Kingsley stayed with Sir Arthur Gordon — it was Government House in those days and from which he wrote his letters which appeared in *Good Words*. In the evening the fire-flies were out all over the grass. We heard first this morning the hum of the humming-birds, “the souls of dead Indians translated into living jewels.” We were standing in one of the deep verandahs that surround the house behind a large trailing creeper that hung down and completely hid us from sight. It was covered on the outside with a number of large pink flowers; round these the humming-birds were flitting, though owing to their quick movement we could not see them unless the sunlight fell on their flashing colours. The whirr of their tiny wings as they spun within two inches of our ears, on the other side of the veil of creeper, was most peculiar and resembled the sound of a large top. At a little further distance off you would not hear [80] it, since there is nothing to conduct the sound as there is in the case of a top spinning on the floor or table. The humming-birds and the fireflies with their intermittent flashes of light, the bird in the day time and the firefly at night, make two of the weirdest effects imaginable. At 9 P.M. the Governor gave a ball to about 400 guests in the large new room, which opens out from one end of the drawing-room, and to which many officers came from the ship.

## Trinidad – Sugar-cane Mill

1880, Jan. 17th. — There was to have been a cricket-match between the *Bacchantes* and the Trinidad club, but it had been so wet in the night that it had to be given up. At 11.30 A.M. started in the train for a ten miles run to San Josef, the old capital of the island, and visited Mr. Giuseppi, senior, where we saw the sugar-cane mill, which was set working this morning: the season has been so wet or it would naturally have been at work some weeks ago. We saw the canes being cut by the negroes with their long cutlasses, stripped, piled in the carts, brought into the mill, pressed, the juice run through, then boiled and skimmed. Within twenty-four hours of their being cut the canes must be pressed under a wheel, and the liquid runs off into a trough. It looks like muddy water; it is collected in tanks and clarified with cow's blood or sulphuric acid, as it simmers over the fire. When it ferments they cease to boil it, and put in lime half an ounce to 100 gallons. Then a thick scum rises to the top and as it cools hardens. This cracks on the surface and the liquid molasses sink to the bottom and become syrup and drain away into another cistern. Then it is put in a pan boiler, or vacuum pan. It then becomes a thick toffee-like substance, and is baled out in pails and thrown into centrifugals, with small quantities of water added to whiten it. The revolving oscillators, things like paddle-wheels, which are turned slowly round in the syrup while it is cooling, cause it to ooze out at the perforations, and the sugar remains behind beautifully dry and white. This is the old way of making sugar; we are to see another at the usine at San Fernando. The remaining molasses is re-boiled and subjected to the same process again; and an inferior sugar is the result. From the treacle which remains at last rum is distilled. The negroes and coolies who are working together in the mill seemed much pleased with our visit.



**Sugar cane fields in front of the village of San Josef, Trinidad, 1880**

RCIN 2580447 - By Todd-White Art Photography & The Royal Collection Trust, UK

We lunched with Mr. Giuseppi in the old house at Van Saine, the drawing-room of which is the identical one in which the capitulation of the island in February 1797 [81] was signed, on the one side

by Don Alonzo Chacon “last and best of the Spanish governors,” and by General Abercromby and Admiral Harvey on the other, in which it was stipulated that all “the capitulators and their sons after them should be Englishmen, and counted as such, whether they were French or Spaniards up to that time,” and so “I am an Englishman, and proud to be so,” said the old gentleman. At lunch too was Mr. Farfan, whose ancestors came to the island in 1640, from one of the oldest families of Spain. It is curious to observe how both the French and Spanish here have become such out-and-out Englishmen: they dread nothing so much as the withdrawal of British rule, which would mean their being absorbed by the republic of Venezuela over the water and falling back into a state of chaos. Trinidad in fact, from its large and varied resources, nearly wholly undeveloped, and its excellent geographical position, bids fair to become, not many years hence, one of the most valuable possessions of the British Crown. The island contains over a million acres of fertile soil; only a tenth part is now cultivated; nearly the whole of the remainder is unappropriated Crown land. The population is less than that of Barbados (though in extent it is three times as large as that island). Commercially, Trinidad takes the lead of British Guiana and every British West Indian colony, without exception. With its teeming soil and salubrious climate, it is capable of supporting over a million inhabitants, ten times the number that it now does. The government is administered by a Governor, with an Executive Council of three members (the colonial secretary, the attorney-general, and the senior military officer). The legislative body is a council of six official and eight unofficial members, all of whom are appointed by the Crown from representative residents, the only object being to get the ablest and most competent advisers on local matters. Sir Arthur Gordon, the late Governor, established a capital system of public education in the colony, and the present Governor has done much for remodelling taxation. Before his time all uncultivated lands were taxed a shilling an acre and the cultivated lands five shillings an acre, which was a premium on keeping the land uncultivated. But now all land, whether cultivated or not, is taxed one shilling an acre, to the great advantage of the colony, as each man has everything to gain by clearing and cultivating his holding. The same principle has been carried out as regards import dues: everything brought to the island was heavily taxed, [82] but the Governor has persuaded his council to sweep away all these dues, and to make the Port of Spain a free port; the only three things that pay duty on entrance are spirits, tobacco, and kerosine oil. Since this ordinance was passed, the commerce of course has greatly increased. The imports have doubled themselves in ten years, and now stand at nearly three millions [£]sterling, the exports at about the same figure. Ultimately all taxation will be reduced, and locomotion by rail will pay for all the expenses of government. Not many English come out here from home, as some capital is required for taking up land as cleared. Yet why should they not, if fond of the tropics? Two hundred acres will cost 200*l.* to buy; on this say 3,000*l.* would have to be spent spread over six years, or perhaps even up to the end of the tenth year. This would then (they say) give a net income of 1,400*l.* for fifty years at least. This is in cacao planting. (*Law, How to Establish and Cultivate an Estate of One Square Mile in Cacao*, 1865.) This year the survey of the island has been completed, and the boundaries of the provinces and estates laid down with some approach to accuracy, though out and away the largest portion of the island is still virgin soil or primeval forest. It is to be feared that previous to this there were many forged certificates of land, and much speculation, by unprincipled coloured officials who misbehaved themselves in other ways, but who have been lately routed out.



## Trinidad – Plant trees in San Josef & Visit new Police Barracks in Port of Spain

We each planted two trees, one on either side of the road up which Sir Walter Raleigh advanced to San Josef when he landed in the Caroni river. We returned to Port of Spain by train, riding on the engine, and then drove to the new police barracks, over the airy rooms and passages of which we went, and then saw the volunteers, who were drawn up in the quadrangle below, put through their drill, and so home.



**Police Barracks facing St Vincent Street  
Port of Spain, Trinidad 1880**

RCIN 2580411 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Police Barracks in Port of Spain



**Police Barracks by the Gothic Revivalist architect Alfred Waterhouse  
Port of Spain, Trinidad 1880**

RCIN 2580412 - By Todd-White Art Photography & The Royal Collection Trust, UK

**Trinidad – Botanical Gardens**



**Elephant eared climbing vine called Caladium, Royal Botanical Gardens  
Port of Spain, Trinidad 1880**

RCIN 2580431 - By Todd-White Art Photography & The Royal Collection Trust, UK

**Botanical Gardens**



**Fan Palm in the Royal Botanic Gardens, Port of Spain, Trinidad 1880**  
RCIN 2580440 - By Todd-White Art Photography & The Royal Collection Trust, UK



**Palms on the way to the Bath House in Royal Botanical Gardens near Government House**  
Port of Spain, Trinidad 17 Jan 1880  
RCIN 2580436 - By Todd-White Art Photography & The Royal Collection Trust, UK

**Botanical Gardens**



**Fan Palm from Panama in Royal Botanical Gardens near Government House  
Port of Spain, Trinidad 1880**

RCIN 2580437 - By Todd-White Art Photography & The Royal Collection Trust, UK

**Botanical Gardens**



**Orange tree in the Royal Botanic Gardens, St Ann's, Port of Spain, Trinidad 1880**  
RCIN 2580439 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Botanical Gardens



**Palm walk in the Royal Botanical Gardens, Port of Spain, Trinidad 1880**  
RCIN 2580427 - By Todd-White Art Photography & The Royal Collection Trust, UK



**Grass walk down tunnel formed by bending palms in Royal Botanic Gardens  
Port of Spain, Trinidad 1880**  
RCIN 2580435 - By Todd-White Art Photography & The Royal Collection Trust, UK

**Botanical Gardens**



**Man stands to left of stand of Bamboo, Royal Botanic Gardens, Port of Spain, Trinidad 1880**  
RCIN 2580428 - By Todd-White Art Photography & The Royal Collection Trust, UK



## Botanical Gardens



**'Parasites by the brook' in the Royal Botanic Gardens, Port of Spain, Trinidad 1880**

RCIN 2580430 - By Todd-White Art Photography & The Royal Collection Trust, UK

The reference to 'Parasites', is a botanical term of the day, that generally includes the encroachment of the verdant growth of vines, plants and weeds into an area. However, parasites include all those plants and vines that grow along the upper branches of trees; or even types of plant that grow around a tree as it matures, eventually strangling it to death.

Generally propagated by wind, insects, sticky seeds brought by birds and seeds in bird droppings; parasites include passive plants like mosses, orchids, vines, cactuses and real parasites that feed off its host, like mistletoe.

**Botanical Gardens**



**Wild date tree in the Royal Botanic Gardens, Port of Spain, Trinidad 1880**

RCIN 2580438 - By Todd-White Art Photography & The Royal Collection Trust, UK

**Botanical Gardens**



**Palms of various types in Royal Botanical Gardens near Government House  
Port of Spain, Trinidad 1880**

RCIN 2580434 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Botanical Gardens



**Avenue of deciduous trees with climbers, Royal Botanic Gardens  
Government House, Port of Spain, Trinidad 1880**

RCIN 2580433 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Botanical Gardens



**The Cottage from St Ann's Road, formerly residence of Governor  
Occupied by Canon Kingsley in Sir Arthur Gordon's time. Port of Spain, Trinidad 1880**  
RCIN 2580426 - By Todd-White Art Photography & The Royal Collection Trust, UK

The Cottage was occupied by Sir Authur H. Gordon (26 November 1829 – 30 January 1912) Governor of Trinidad 1866 - 1870, before the Government House (Now The President's House) was built. The new building erected between 1873 and 1876, patterned after Victorian style colonial architecture. The foundation stone was laid on 24th July, 1873 (*The Office of the President, Trinidad, TT*).

Governor Gordon was noted for his administration allowing parcels of the crown lands to be given to the dispossessed underclass to assist in improving their lot. He is also noted for encouraging improvements to and better relations between Church denominations and State schools for the education of all classes of children of Trinidad (*nalis*).

In 1869 (*nalis*), novelist Charles Kingsley was hosted at The Cottage by Governor Gordon to spend Christmas in Trinidad.

**Botanical Gardens**



**Bamboos by the cottage, Royal Botanic Gardens, Port of Spain, Trinidad 1880**  
RCIN 2580424 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Botanical Gardens



**Palm walk to the cottage, Royal Botanic Gardens, Port of Spain in Trinidad 1880**

RCIN 2580425 - By Todd-White Art Photography & The Royal Collection Trust, UK

In 1869, Charles Kingsley (12 June 1819 – 23 January 1875) a Christian socialist, broad church priest of the Church of England, a university professor, social reformer, historian, novelist and poet (*Wikipedia*), was hosted at The Cottage by Governor Gordon to spend Christmas in Trinidad (*nalis*).

During his stay he would visit various of the Governor's projects (*nalis*) and make other excursions around Trinidad. He apparently gave a sermon at the St Stephen's Anglican Church, then located in Amerindian Mission of Savana Grande, which would later be renamed Princes Town on the visit of the Two Princes on 21st January 1880. Kingsley would later pen the novel *At Last: a Christmas in the West Indies* (1871), which appears to have been the template for much of the itinerary that the Two Princes would follow on their visit to Trinidad.

## Botanical Gardens



**Botanist's office cottage, Royal Botanic Gardens, Port of Spain, Trinidad 1880**  
RCIN 2580422 - By Todd-White Art Photography & The Royal Collection Trust, UK



## Botanical Gardens



**Botanist's office for orchids and parasites, Royal Botanic Gardens  
Port of Spain, Trinidad 1880**

RCIN 2580419 - By Todd-White Art Photography & The Royal Collection Trust, UK

Henry Prestoe (1842-1923) was a British naturalist and explorer, a correspondent for Kew Gardens, who collected plant specimens on the island of Trinidad, Trinidad and Tobago.

From 1864 to 1886 he was government botanist and superintendent of the Royal Botanic Gardens in Trinidad.

*(Dalton, John Neale; Wikipedia)*

## Botanical Gardens

Walked with Mr. Prestoe through the Botanical Gardens and chose some orchids to be sent to Sandringham, including one called Spirito Santo, the flower of which is exactly like a dove, and another, called the Lady's Slipper, very pretty. We wanted to get the seeds or cuttings of some of the many odd-shaped flowers that go trailing and twisting about so fantastically and are of all sorts of colours. But the gardener told us the seeds would not bear exporting, they invariably lose their fructifying power during trans-shipment to England. Saw the grove of dark-leaved nutmeg trees laden with their bright yellow fruit, slit at the side and showing the red mace and nut in the interior; also the clove plants [83] on which the cloves form before the flower comes; then to the calabash-trees and the cannon-ball tree, the fruit of which is as large as a sixty-eight pounder (roundshot), an unpleasant sort of thing to have fall on your head; it is not used for any purpose.



Cannonball tree, Gran Couva area, Central Trinidad, TT - 20210126 by tobagojo@gmail.com

A Cannonball (*Couroupita guianensis*) tree showing its ~ 8-10 in (20-25 cm) woody, globose fruit that inspired its common name

The fruit, which can take over a year to mature; has over 100 seeds embedded in an ill-smelling soft red pulp, which turns bluish-green on oxidation when exposed to air.

The pulp and seeds have medicinal uses.

Unlike the Calabash (*Crescentia cujete*) whose woody shell is hard and durable and can be used for making gourds and bowls; the cannonball with which it is sometimes confused, has a thin brittle fragile shell, which fractures easily, and is of no particular general use.

## Botanical Gardens



Cannonball Flower - P1030858.jpg  
20070609 by Sailesh

Flower in section. Botanical Garden of Cienfuegos, Cuba  
20170130 by Michel Chauvet

Up to 6 cm (2.4 in) in diameter, the spongy strongly aromatic flower of the 'Cannonball' (*Couroupita guianensis*) tree

Saw also the papaw tree, under the leaves of which if a piece of tough meat is hung it becomes tender in a few hours, and then the bread-fruit tree, with large green fruit and deeply cut leaves a foot or more across, and the banana, “the lush fat green stem, the crown of huge leaves falling over in carves, and below the whorls of green or golden fruit, with the purple spike dangling and protruding below them: and all the product of a few months, for not one lives more than a year.”



**Sketch of Banana in fruit**  
Probably by Lieutenant Percy Scott, R.N.

Lastly we saw the “Scotch lawyer,” a huge climbing and aspiring creeper, who while young attaches himself to some strong and flourishing tree, and by the increase of his own growth gradually overpowers that to which he had at the beginning clung for support, and then with vigorous pertinacity increases his power over the poor thing until he overwhelms its, independence, and at the end flourishes over the ruins of his former support. Just before we started to go down to the pier we heard the sound of the rain coming from the distance; you can hear it beating on the leaves of the trees on the hillside a long way off, until, as it gradually comes nearer and nearer, it sounds literally just like the [84] roar of a torrent. We drove down to the jetty and caught the six o'clock officers' boat off to the ship. So ended our visit to Sir Henry Irving. He has been very kind to us, and we have learnt much from him whilst staying this week ashore in his cool and airy house. This evening Captain Lord Charles Scott and the officers gave a dinner to the officers of the 4th Regiment.

**Botanical Gardens**



**A banana sprout type *Oropuna*, Royal Botanical Gardens, Port of Spain, Trinidad 1880**  
RCIN 2580432 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Trinidad – Shipboard & Dance

1880, Jan. 18th. — We spent quietly on board, and there were the usual services. In the afternoon we were reading and writing, and at night turned in early.

1880, Jan. 19th. — All the forenoon was spent in preparing the upper deck for an afternoon dance. The awnings were spread and lined inside with the foreign ensigns, which are long enough to hang down over the hammock nettings. Many flowers were sent off by Mr. Prestoe for decoration, and with them the brake of the poop and the rails round the hatchways were covered. All was completed by 1 P.M. and looked very pretty, but the rain threatened to spoil it. However at 3 P.M. the Governor and his aide-de-camp, the colonial secretary, Mr. Send all, and others came off. There were over two hundred guests in all, for whose convenience one large steamer was chartered, and brought them all off together across the three miles that lay between us and the jetty; she came alongside the *Bacchante* so that they could all walk on board. They continued dancing till 6 P.M. Smoking was at the after end of the poop behind a screen of flags: ices were served in the chart house, drinks and light refreshments under the poop. There was a good deal of cheering as the steamer left with the guests for the shore, some of whom hoped the island would not be forgotten 'because it was so far from its great mother, but that we would sometimes think of them and help them along.'

## Trinidad – Pitch Lake



Landing place near Pitch Lake, with local rowing boats, La Brea (*Spanish for 'the tar'*)  
Trinidad, 20 Jan 1880

RCIN 2580454 - By Todd-White Art Photography & The Royal Collection Trust, UK

Notice the wavy 'pitch' that makes up the beach in the foreground. (Low tide)

## Pitch Lake

1880, Jan. 20th. — At 10 A.M. weighed and proceeded southwards down the bay under steam, having previously embarked Sir Henry Irving, and suite. The eastern shore of the Gulf of Paria is flat and mangrove-covered, broken only at one point by the conical hill of San Fernando, which we passed, and arrived at La Brea some thirty-six miles south, still in the Gulf of Paria, at 1.30 P.M., where we anchored in five fathoms. We landed in the steam pinnace on the black-pitch beach and walked up to the Pitch Lake, rather more than a mile and about 138 feet above the sea. The road is black with pitch, but there is much vegetation on either side, and negro huts and gardens full of flowers, white and yellow and purple. The pine-apples of La Brea are famous; the heat of [85] the soil and of the air brings them to perfection. Some few rode on ponies and others drove up in two-wheeled carts, in each of which four chairs were arranged; but the jolting was found by those who indulged in a drive to be too provocative at first of laughter and then of wrath. Arrived at the lake, the effect was like a large marsh (it covers ninety-nine acres and is about half a mile in diameter) of black mud hardened on the surface, but with many pools and with lines of stagnant water stretching here and there glistening in the sun, while the borders are all surrounded, except on the further side inland which is forest, by dwarf trees, of which also there are a few on small islands here and there in the marsh. Leave had been given to the petty officers of the ship, who nearly all had availed themselves of it. Some of them on arriving at once took off their shoes and stockings to wade across the shallow-looking water; this however covers faults in the pitch in many places and hence you have to go very cautiously or else you are tripped up in a hole, which fate befell more than one of the blue jackets, and the unexpected duckings that ensued as they went incautiously rolling over into the mess contributed to their amusement though not to the neatness of their clothes. But strange to say the pitch itself does not soil. It is so full of earthy matter that it can be scraped up and moulded into any shape of lump you like. George came down with his pony in the midst of one such trap. The more wary of the party availed themselves of the help of long boards with which knowing and stalwart negroes bridged these dangerous passages and guided their steps to the centre of the lake where the pitch is soft; in some parts not more so than asphaltic pavement on a sunny day, but in others regularly bubbling and oozing up with an evil smell as of petroleum and sulphuretted hydrogen at once. The pitch sells at about 1*l.* a ton; in one year nearly 40,000 tons were exported. Excavations from which many tons have been broken up for exportation are filled up again in the course of a few weeks by the gradual closing in of the sides and bottom. In the centre of the area the pitch is constantly rising up en masse, not breaking out in streams. It is still boiling with an indefinitely slow motion.

It is supposed that “buried vegetable matter, which would have become peat and finally brown coal in a temperate climate, becomes under the hot tropic soil asphaltic and oil, continually oozing up beneath the pressure of the strata above it. Throughout the neighbourhood the ground is full to the depth of hundreds of feet [86] of coaly and asphaltic matter. Layers of sandstone or of shale containing this decayed vegetable alternate with layers that contain none. And if, as seems probable, the coaly matter is continually changing into asphaltic and oil, and then working its way upward through every crack and pore to escape from the enormous pressure of the superincumbent soil, it must needs carry up with it innumerable particles of the soil through which it passes.”

## Pitch Lake



**On the road to the Pitch Lake, La Brea, Trinidad, 20 Jan 1880**  
RCIN 2580455 - By Todd-White Art Photography & The Royal Collection Trust, UK



**View over the Pitch Lake, La Brea, Trinidad, 20 Jan 1880**  
RCIN 2580459 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Pitch Lake



**Vegetation and puddles around the Pitch Lake, La Brea, Trinidad, 20 Jan 1880**  
RCIN 2580460 - By Todd-White Art Photography & The Royal Collection Trust, UK



## Pitch Lake



**Walking on stiff pitch, Pitch Lake, La Brea, Trinidad, 20 Jan 1880**  
RCIN 2580458 - By Todd-White Art Photography & The Royal Collection Trust, UK



**Islands of Pitch in pools of stagnant rainwater, Pitch Lake, La Brea, Trinidad, 20 Jan 1880**  
RCIN 2580457 - By Todd-White Art Photography & The Royal Collection Trust, UK

## Pitch Lake



**Digging for pitch, Pitch Lake, La Brea, Trinidad, 20 Jan 1880**  
RCIN 2580456 - By Todd-White Art Photography & The Royal Collection Trust, UK

Digging raw pitch, which comes away in heavy chunks, with a pick-axe.

## Pitch Lake



**Wood stocks for burning to heat the kettles in the pitch boiling Houses by the Pitch Lake  
La Brea, Trinidad, 20 Jan 1880**

RCIN 2580461 - By Todd-White Art Photography & The Royal Collection Trust, UK

Apart from admiring a tree in the background which is nothing short of 'Magnificent!'; the karat roofed shed in the foreground poses a minor question.

From other images around the Pitch Lake, we observe that the 'asphalt' was exported in wooden-barrels. What is not clear however, is where these barrels came from? Were they brought in or were they made on site?

We know that wood was used for heating the kettles to melt the pitch, and much of this wood is seen around this yard. But there also appears to be neater stacks of sturdier logs. Could this wood be used for barrel making? So what is the shed for?

On close inspection of this image (which may not presently be available for the reader to examine), the karat roofed shed seems to shield a large low brick structure, which could be the beginnings of another Boiling House. There is also a brick structure at the back (mostly hidden by the roof), which suggests the construction of a not quite finished chimney. But there are a couple of wooden-barrels behind the cart; but that, in context, could suggest anything. So it's all inconclusive.

## Pitch Lake



**A pair of boiling Houses where raw pitch is melted.  
Close to the Pitch Lake, La Brea, Trinidad, 20 Jan 1880**  
RCIN 2580463 - By Todd-White Art Photography & The Royal Collection Trust, UK

The chunks of raw pitch are heated in the iron pots, some of which can be seen outside the boiling House, where it is melted using wood-fires. The melt forms a sticky black liquid, mobile enough to be poured into the wooden barrels (*seen left*) for transport; once they have been capped and cooled.

## Pitch Lake



**Barrels for catching molten pitch from the Boiling Houses close to the Pitch Lake  
La Brea, Trinidad, 20 Jan 1880**

RCIN 2580462 - By Todd-White Art Photography & The Royal Collection Trust, UK

A view illustrating a primitive industrial process for asphalt. All the basic tools of the trade.

A man sits in a wheelbarrow next to some wooden iron-strapped barrels. The man behind him balances his load of wood or pitch using a pole as a yoke. A wooden horse/mule/donkey drawn transport cart is seen to his right. In front the Boiling house on the right, a cart of fire-wood arrives. Behind which is a cart of raw pitch coming in. Next up on the right is a dwelling house, on the other side of which is a tidy pile of wood in the form of small logs. This suggests that the middle building may have been used to construct the wooden barrels, from that same pile of logs.

## Trinidad – San Fernando

Walked down to the landing-place again, and got off to the steam pinnace in some old rattle-trap shore-boats, and so on board. At 5 P.M. weighed and steamed back from La Brea to San Fernando, where, at 6.30 p.m., came to in five fathoms. The heat on board to-night, sleeping in grass hammocks slung under the poop, was more oppressive than anything we have yet experienced.

1880, Jan. 21st. — Left the ship at 9.30 A.M. in the *Arthur* (Turnbull's steamer), which has been placed at our disposal, and landed at the pier of San Fernando a large party of officers from the ship; drove up through the town, which was all alive with negroes and coolies, men, women, and children, animals, and green decorations, to the tramway station. Up the hill thither many of the negroes and coolies ran after and alongside the carriage in which were the Governor and ourselves, and cheered us all enthusiastically and indiscriminately. One coolie woman, when unable any longer to keep up with us, fell behind most regretfully, and, prompted by the sudden impulse of offering something, took off the silver bangle she was wearing and threw it into the carriage. It made a very good ornament to a walking-stick. Another old negro, white-headed, came running with a curious knobbed stick which he had had fifty years, and wished it to be taken to England in his memory. It was so, and, “given to the Queen,” is now stowed in the Swiss Cottage with other curiosities at Osborne.



**Warehouses and the landing jetty, Kings Wharf, San Fernando, Trinidad 1880**

RCIN 2580464 - By Todd-White Art Photography & The Royal Collection Trust, UK

## San Fernando



**View of San Fernando hospital on hill, lower San Fernando and wharf from Mt Moriah  
San Fernando, Trinidad 1880**

RCIN 2580465 - By Todd-White Art Photography & The Royal Collection Trust, UK

An interesting old picture of San Fernando, referred to in the - *Preamble, About the Photographer Pg 5* - as having a *hidden sense of humour*; if only a full version of the image could be viewed.

Observe the image as 4 quarters:

In the top left quadrant; is the old Colonial San Fernando hospital. The building still stands today but is in partial use of desperate neglect and in dilapidation; particularly on the far side, which has suffered some subsidence, particularly to some attached components. Most of the old cast-iron support structure survives as does its shingle roof tiling.

In the bottom left quadrant; can be seen the corner of a road (at top right). All this road is today's New Street, which drops down to join lower High Street on its way to the wharf. A peep of High Street can be seen (at bottom right) between the gap of the light and dark roofed buildings. The building at the corner of New Street is gone; now a car park for the Royal Bank of Canada (RBC) which now occupies the lower two buildings (left side of the quadrant) facing lower High Street.

In the top right quadrant; Faralon Island block is seen. (top right).

In the bottom right quadrant; in an open space, stands a man for scale. In the long building behind the man, can be seen 'the horse that moved!'

## San Fernando



**High Street and the Naparima Hill, San Fernando, Trinidad 1880**  
RCIN 2580466 - By Todd-White Art Photography & The Royal Collection Trust, UK

Penitence Street is the corner at front left.

In the middle of the picture, over the High Street shops, are the palms that define the (OWTU) Palms Club area today.

The buildings on the hill, seen above the palms, no longer exist; and are in the area above the Chacon reservoir; and were accessed from upper Chacon Street; the road that led to the Lazzari quarry.

The building on the hill, above the shops on the right, is the location of the Naparima Girls' High School.



## San Fernando



**Cotton tree, orchids and pond, Palmiste Estate, South East of San Fernando, Trinidad 1880**  
RCIN 2580448 - By Todd-White Art Photography & The Royal Collection Trust, UK

In Trinidad and Tobago, the mighty 'Ceiba' or silk cotton tree (*Ceiba pentandra*) has been part of folklore and tradition since pre-Colombian times. Like the Meso-American societies of Central America, the first peoples of *Kairi (Trinidad)* believed that spirits resided in this colossus of the forest; which they called the *Kapok*.

The African slaves who succeeded the Amerindians as the oppressed people of the island treated the 'Ceiba' with a healthy respect amounting to fear; as Charles Kingsley wrote of their descendants in 1870 *"The Negroes spare, whenever they can, the gigantic ceibas, or silk cotton trees. These latter are useless as timber; and their roots are, of course, hurtful to the canes. But the Negro is shy of felling the ceiba. It is a magic tree, haunted by spirits. There are 'too much jumbies in him,' the Negro says; and of those who dare to cut him down some one will die, or come to harm within the year."*

(Angelo Bissessarsingh, *TT Guardian*, 6 July 2014)

## Trinidad – Usine at San Fernando

We got into two railway trucks with covered roofs to shade us from the sun, and planks arranged crossways for seats, attached to two engines. We proceeded slowly and deliberately on our way, until at a little distance from the town the first truck left the metals, the consequence of which was that every one embraced his neighbour and wondered for the moment what had happened. By the help of screwjacks, &c., after three-quarters of an hour's delay, the truck was hoisted on to the line again, and on we went along a rough and rather shaky line over a rolling and hummocky country covered with cane for the most part, but broken here and there by watercourses, up to the usine of St. Madeleine, to which we were carefully piloted [87] by Mr. Slade, the superintendent of the works. This line was never intended for passenger traffic, but only for conveying the canes to the mill and the sugar to the shore.

Mr. Fenwick showed us all over the sugar works, and explained the whole process. Throughout the West Indies the planter is usually not merely a sugar grower but a sugar maker also. But it is impossible to attend to two things successfully at once, the fields and the engine-house. This factory has been established in order to take the sugar making entirely off the planter's hands. We saw the cane first drawn into the mill, then crushed, and the refuse taken straight to the furnace while the juice is pumped up to the top of the two-storied building. Thence it falls into vats and is boiled eight times over, and then allowed to run through charcoal filters, which operation is twice repeated and the refuse is then run off for molasses. The filtered juice is then passed on through vacuum pans in which we saw it simmering, and at last it granulates, and is then passed through ~~turbines~~ [centrifuges] where it is winnowed into the finest brown sugar. The usine at St. Madeleine cost, with the railways, reservoirs, &c., in connection with it, about 240,000*l.* sterling, and is capable of making (when the new mill, which Eddy christened to-day, is at work) from forty-five to fifty tons of sugar per diem. Last year the average output was thirty-five tons per day, and for the whole crop 4,280 tons. There was at that time only one mill, driven at a speed of two revolutions per minute by an engine running at thirty revolutions, and indicating 140 horse-power. There are ten boilers of 120 lbs. each, the steam from which is used for driving not only the mill but the rest of the engines in connection with the water arrangements, for condensing the steam coming from the vacuum pans, for the vacuum pan engines themselves, for the engine which drives the centrifugals, and for the distilling engines. The consumption of coal is about thirty-five hundredweight a day, beside which there is burnt in the boilers about 160 hundredweight of crushed cane as it comes from the mill per day. There are about twenty miles of tramway in connection with it branching off into the plantations, and it takes five locomotives and eighty trucks to bring in the canes, which are weighed on their arrival and paid for to the estates supplying them, according to the price of sugar at the time. The number of men employed is about 300. There are two of Siemens's electric lights of 1,400 candle power for lighting up the railway-yard, &c. The time it takes from the canes being [88] crushed to the sugar being turned out and fit for use is about twenty-four hours on an average, but occasionally it is made in much less time. These particulars were given us by Mr. John Slade on the spot.

## Usine at San Fernando



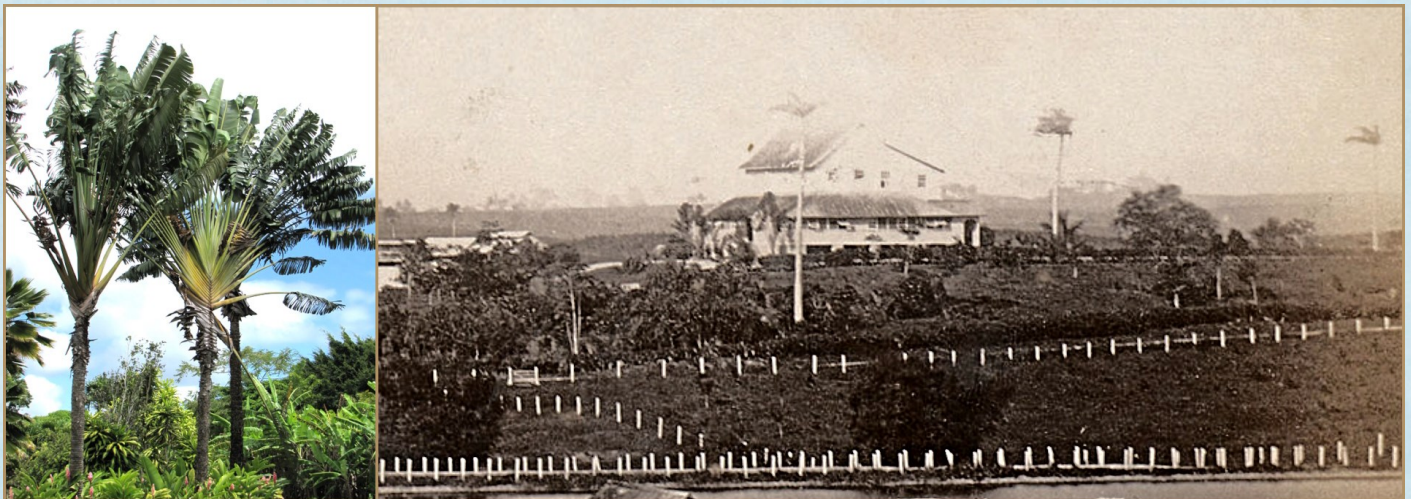
**Usine, Saint Madeleine, Naparima, Trinidad, 1880**

RCIN 2580467 - By Todd-White Art Photography & The Royal Collection Trust, UK

'Usine' is the French word for factory. The Usine Ste Madeleine sugar factory.

## Trinidad – Spirits of living water from a Traveller's Palm<sup>5</sup>

We lunched at the house above the mill, in front of which there was a large traveller's palm growing, several of the great cabbage-like stalks of which we cut, and out came spirits of living water. But care must be taken to be sure you get the right plant, for lately in British Guiana an inexperienced traveller having, as is the custom in tropical countries, taken a draught from the stem of one of the water-holding plants which grow in the forests, afterwards drank a “nip” of rum. Shortly afterwards he died in great agony, and a post-mortem examination showed that his internal organs were literally sealed up with india-rubber. He had drunk the sap of the *Mimusops balata*, the juice of which coagulates and hardens in alcohol, and the rum had its usual effect in the man's stomach with necessarily fatal results.



The Traveler's Palm (*Ravenala madagascariensis*)  
By kensphilodendrons.com

(Extracted) Usine Saint Madeleine Managers house, Naparima, Trinidad 1880  
RCIN 2580467 - Royal Collection Trust - Todd-White Art Photography

### The Traveler's Palm (*Ravenala madagascariensis*) viewed at the front (left) of the Managers house Usine Saint Madeleine, Trinidad 1880

The name 'Traveller's palm' arises historically because the 'sheaths' of the stems (the cup-like lower joints of the leaves) hold rainwater; which ostensibly could be used as an emergency drinking supply for needy travellers.

Another plausible reason for its name derives from observational mythology; in that the fan tends to grow in an East–West orientation, providing a crude natural compass. [Wikipedia]

A rather larger than life tale; but the Traveler's Palm did exist at the front of the USM Managers house.

<sup>5</sup> The Traveller's Palm (*Ravenala madagascariensis*).

## Trinidad – Mission village of Monkey Town renamed Princes Town

Then got on to the trucks again and were run up five miles further to the mission village of Monkey Town (which consists of two broad streets of stores and cottages), and is to be called from this day forward Princes Town. Here we planted two trees by the side of the church, and then mounted ponies and rode to the mud volcanoes.



**Flowering yellow poies planted at St Stephen's Anglican Church on 21st January 1880  
By the Two Princes**

*The Town of Princes*, trinidadexpress.com, Photo by Richard Charan 21 Jan 2021

In 1869, Charles Kingsley, novelist and a broad church priest of the Church of England, visited the original wooden church of St Stephen to enact a Sunday service. Here is what he recalls of that day.

*We had a charming Sunday there [at the house of a sugar estate owner], amid charming society, down even to the dogs and cats... Then to church at Savanna Grande, riding of course; for the mud was abysmal, and it was often safer to ride in the ditch than on the road. The village, with a tramway through it, stood high and healthy...*

*We went to church — a large, airy, clean, wooden one — which ought to have had a verandah round to keep off the intolerable sunlight, and which might, too, have had another pulpit. For in getting up to preach in a sort of pill-box on a long stalk, I found the said stalk surging and nodding so under my weight, that I had to assume an attitude of most dignified repose, and to beware of 'beating the drum ecclesiastic,' or 'clanging the Bible to shreds,' for fear of toppling into the pews of the very smart, and really very attentive, brown ladies below. A crowded congregation it was, clean, gay, respectable and respectful, and spoke well both for the people and for their clergyman. But — happily not till the end of the sermon... (Charles Kingsley, *At Last: A Christmas in the West Indies*, 1871)*

The old church has long since been rebuilt; and underwent some restoration work sometime between 2012 and 2014.

## Trinidad – Mud Volcano

The road for the first half of the distance is in very fair condition, but on turning off we got upon the muddiest road we ever saw, in parts of which our ponies plunged right up to their girths and in others went sliding down the sides of the hill. The narrow path went winding through the tropic wood with ferns and orchids and trailing creepers on all sides, dark with thickest shade and stifling with moistest heat, and more than one huge fallen log lay right across the track. At length we arrived where there was a space of about two or three acres of clearance in the wood, of brown yellow against the forest greenness that rings it round, and there the hillocks of finest grey mud were, each being four and six feet high and reeking with a smell of sulphuretted hydrogen. In dry weather they are more active than they are to-day, spiring up their contents several feet, but now they seem to be pretty still; anyhow they are worth seeing, though most of us are drenched through and through. Alone it must be an uncanny sort of place to visit, “too much jumbies here.” “De debbil he come out here and walk about <sup>6</sup>,” said the negro guide; but to-day the cheerful noise of midshipmen's voices hallooing broke the stillness of the haunted [89] ground and drove all dark-dreams of evil far away: and the old gentleman was probably occupied on his walks in thickly-populated towns, where, for the most part, he seems to find more congenial occupation for his wits nowadays than in lone forest depths.

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<sup>6</sup> In that day, along ~3 miles of good road and ~3 miles of track; the Princes visited the mud volcano in the village of Hindustan (*that's the modern name; there was no such named village there at that time*) known as *The Devil's Woodyard*; hence folk-myth comments of jumbies and devils.

## The Devil's Woodyard Mud Volcano, Hindustan, Trinidad and Others in TT.

tobagojo@gmail.com - 2024

Mud volcanoes in Trinidad are petrological features; present only South of the Central Range because of the very different geology to the North. Driven by a combination of; petroleum derived gas seepage, through steady or periodic pressure changes in the deep (5.000-10,000 ft) aged and tectonically folded and faulted layered gas and oil holding deposits (having been placed between the Lower Miocene and the Lower Pliocene Epochs, between ~5.2 - 23.03 million years ago (*Carr-Brown & Frampton, 1979*)); and having derived and migrated from earlier deposits of deceased fallen sea-borne fauna overlaid with clays (between the Upper Oligocene and Lower Palaeocene Epochs, between ~23 - 66 million years ago (*Britannica*)); they are sometimes modulated by top layer mud density changes caused by the rise and fall of the underlying water table through seasonal changes or heavy storm watersheds.

The Devil's Woodyard mud volcano has large eruptions every now and again; but through the statistics gathered from available records, we conclude that these eruptions can't be classified as being 'regularly' periodic. But we may say that it is a semi-periodic mud volcano with a rough unreliable, but statistically estimated, period of ~21.8 years (*Curtis Archie, 2019 & 2022*).

A commemorative stone plaque placed at The Devil's Woodyard site in 1993 proclaims that:

### *"The Devil's Woodyard*

*A relatively young volcanic site got its name after its first eruption in 1852 which shook the entire village felling the tall trees and frightened the villagers. The Amerindian villagers at the time being superstitious believed that the devil had come out from beneath the earth and fell the woods. ..."*



Commemorative plaque 1993  
20100130 by Dede

A mud volcano, of this type, is an unusual place; a generally circular area covered in fine 'mud' with small mounds in the central area oozing and bubbling watery clay with a petrological smell. For a well-established mud volcano, which this one is; over many decades or even centuries, depending on the reserves below; the central area is generally devoid of vegetation, a clearing officially called a 'tassik' (*attributed to; Helm 1940*); and the whole surrounded by a thin transitional band of sparse hardy plants; before reverting to heavy vegetation/forest around. The thin band of flora and fauna around, largely characterize the area. Here in particular, the toss of evolution has made a very pointed mark.

In the transitional band, scattered around are spiny-barked sandbox trees (*Hura crepitans*). The spines of which are vicious, numerous and secrete a poisonous sap. The bark and leaves are poisonous and the seeds contain a toxic oil.



20100130 by tobagojo@gmail.com

Sandbox (*Hura crepitans*) tree, The Devil's Woodyard, Hindustan, Trinidad, TT

A pumpkin like fruit pod, that can fit in an open hand, contains 16 flattish seeds arranged in a pretty circle. As the pod dries, the inside parts that hold all the seed together, begins to twist. The stress inside rises dramatically, and at some point, it suffers a spontaneous explosive noisy disassembly; scattering the seeds to a radius of around 20-30 meters.



Sprouting young green sandbox fruit, with its pumpkin like shape  
20100130 by tobagojo@gmail.com



Twisted sides of 2 halves of the sandbox seed-peg & An extracted rough 'dolphin' trinket  
20240117 by tobagojo@gmail.com



Drying sandbox fruit showing seed segments, getting ready to explode  
20100130 by tobagojo@gmail.com

Sandbox (*Hura crepitans*) fruit and seed pods from The Devil's Woodyard, Hindustan, Trinidad, TT



Another plant in the area, is the scraggy bush that provides the shiny black and red seeds known locally as 'Jumbie-beads' or 'Jumbie-beans' (traditionally from *Abrus precatorius*; but here from our local South American variety *Erythrina corallodendron*).



Flower  
20100130 by Dede

Green seed pods  
20100130 by tobagojo@gmail.com

Dry seed pods  
20100130 by tobagojo@gmail.com

Flower and Dry seed pods  
20100130 by tobagojo@gmail.com

Flowers and seed pods of Coral Tree (*Erythrina corallodendron*)  
The Devil's Woodyard, Hindustan, Trinidad, TT

These 'Jumbie-bean' seeds are very pretty; but poisonous if chewed and consumed.



Full flowering tree - 20100130 by Dede  
[Background] Flowering tree - 20100130 by Dede

Young tree - 20100130 by Dede  
Jumbie bean seeds - 20240113 by tobagojo@gmail.com

Coral Tree (*Erythrina corallodendron*) and sample of 'Jumbie bean' seeds as commonly called in TT  
The Devil's Woodyard, Hindustan, Trinidad, TT

The sparse and open nature of the vegetative ring around the mud volcano is ideally suitable for large spider-webs. This eco-niche has attracted the local large-web spinner; the long legged Golden 'O' spider (*Nephila clavipes*) that would comfortably span the hand of a child. They are not very dangerous, but are just so spidery.

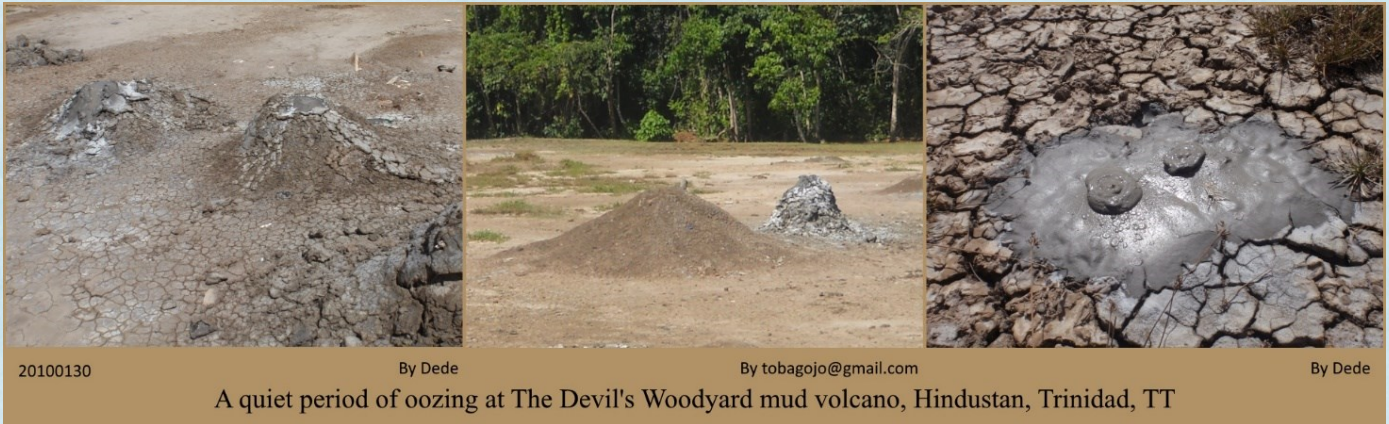


20100130 by Dede

Golden Orb Weaving Spiders (*Nephila clavipes*) at  
The Devil's Woodyard mud volcano, Hindustan, Trinidad, TT

20100130 by tobagojo@gmail.com





The activity of the mud at The Devil's Woodyard volcano shows small mounds that oozes fine watery mud which bubble puffs of petroleum smelling gas; containing around 90% methane. This is during its quiescent periods.

So for simple observers, putting all these features of flora and fauna together with a semi-periodic mud volcano; it takes no great leap in imagination as to why the place is named *The Devil's Woodyard!*

A double eruption at The Devil's Woodyard site on the 13<sup>th</sup> February 2018 produced a mud-mound around 15 feet high (4.6 m) which covered most of the existing 'tassik', then surprisingly and fortunately, erupted no further. No one was injured.



By tobagojo@gmail.com

Trinidad and Tobago Weather Center on FB by Janie Victor

The Devil's Woodyard mud volcano, Hindustan, Trinidad, TT - Before & After the Eruption on 13 Feb 2018

An appreciation to understanding the area generally devoid of vegetation in the eruptive region of some established mud volcanos, the clearing called a '*tassik*'; can be seen from these Google Earth images of The Devil's Woodyard. The display spans 13 years between 2006 and 2019. A dry season view of 2006 shows sparse vegetation, where as the wet season view of 2015 shows the surging greenery. In the 2018 panel, is a view on the 10 September, some 7 months after the February eruption; the mud still appears moist and dark. By the 9 July 2019 in the next panel, some 10 months later; there is no major change to the area and the mud appears to be drying.



**The Devil's Woodyard's '*tassik*', before and after a major eruption.**

### Disputing a stated claim

The commemorative stone plaque, shown above, makes a few assertions of which this author is objectively obliged to dispute. In that; "...*A relatively young volcanic site ...*" is unsubstantiated together with "... *first eruption...*"; but "...*eruption in 1852*" is *provisionally* accepted; however, the implied "...*got its name after ...The Amerindian villagers ...believed that the devil had come out...*" is considered to be pure marketing hyperbole.

Giving concession to a 'good try'; the commemorative stone plaque is after all just a tool to market the site as a place of National Heritage, using 'politically correct' wording to recognise our 'Amerindian' precursors whilst simultaneously dramatizing the disruptive event, together with a touch of folk-law that associates the 'name', as the 'devil's' work. And before you go off and rant; shouldn't you have said our 'Amerindian ancestors?' The answer is a sadly simple 'no'. The Spanish near 300

year occupation of Trinidad between 1498 and 1797, together with its system of *encomiendas* for enslavement, so utterly destroyed the population of our 'first peoples', that out of our today's total population of over 1.3 million people of mixed foreign ancestry; only a handful, measured in the high hundreds, of our true 'first peoples' descendants remain. There are indeed mixed 'first peoples' descendants within our general population; but that percentage compared with that of all other ethnic origin descendants is so low (~7.5% - *Wikipedia; CIA*), that to claim 'Amerindian ancestors' for our general population per-say, would be inaccurate.

But returning to the issue of the Devil's Woodyard's mud volcano's age; this author postulates that due to the remoteness of the site to civil society at the time of the reported eruption, that the date of the eruption alone does not signify that it was the birth of a new volcano. That there were not any qualified observers around that area at the time to verify if there was any mud-volcanic activity at the site before the eruption, is part of the issue. With our better understanding today of the geology of Trinidad and of the root causes of indigenous mud volcanoes; we have good cause to suspect that the site was an active mud volcano beforehand. Another indicator is that of the vegetation and fauna found around the site today, points to a longer age; as the composition of its components would appear to require more time for it to evolve into what we find today. It is not the abundance of growth in the area that is significant, where wet seasons favour and promote quick growth; but rather the time it takes to establish the mix of species; the particular speciation of the site.

Quite surprisingly, we do get a report of The Devil's Woodyard mud volcano, and a reference to its apparent first reported eruption, a few years after the event. The place was not known by that name at the time; and the date reported for the eruption is at odds with that reported on the commemorative stone. The report comes from some geologists visit in the latter part of 1856 who were part of the Geological Survey of Great Britain and Ireland made to the West Indies. They came to survey Trinidad and Jamaica. The '*Report on the geology of Trinidad*'<sup>7</sup> would later be published in 1860. The report is rather sketchy and as expected, somewhat dated by today's standards. It goes on to describe some bio-chemical and geological sample data; that we shall exclude here; but we will view the descriptive sketch here.

*Most of the salses [what they called mud volcanoes back in the 1850's] in other countries which have been described<sup>8</sup>, are subject to paroxysmal [eruptive] activity, continuing for a short time, and accompanied by explosive reports, by large discharges of earthy substances, and even the appearance of flame. Something of this sort is related by the adjacent inhabitants [The local Amerindians] (whose statements must be received with extreme caution) [displaying the authors misplaced cultural prejudices of that era] as having occurred at the Monkey Town Salse, about seven years ago [marking the date of the eruption at around 1849]. Violent explosions were heard for some miles, at six o'clock in the evening, and on visiting the spot the following morning the surface was found broken up, and completely altered. Some of the adjacent trees had disappeared, and others were thrown down.*

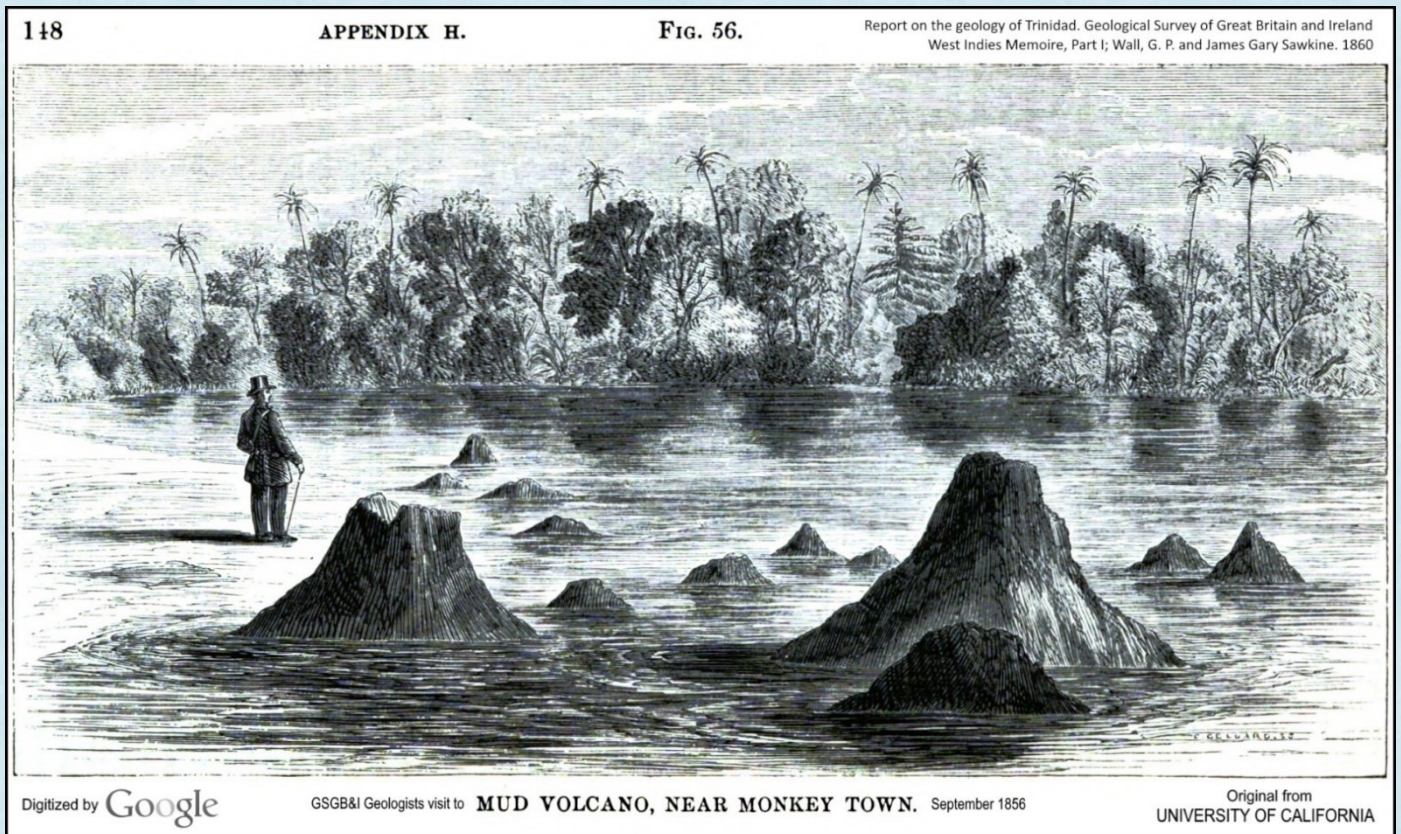
*...visit of the authors, in September 1856.*

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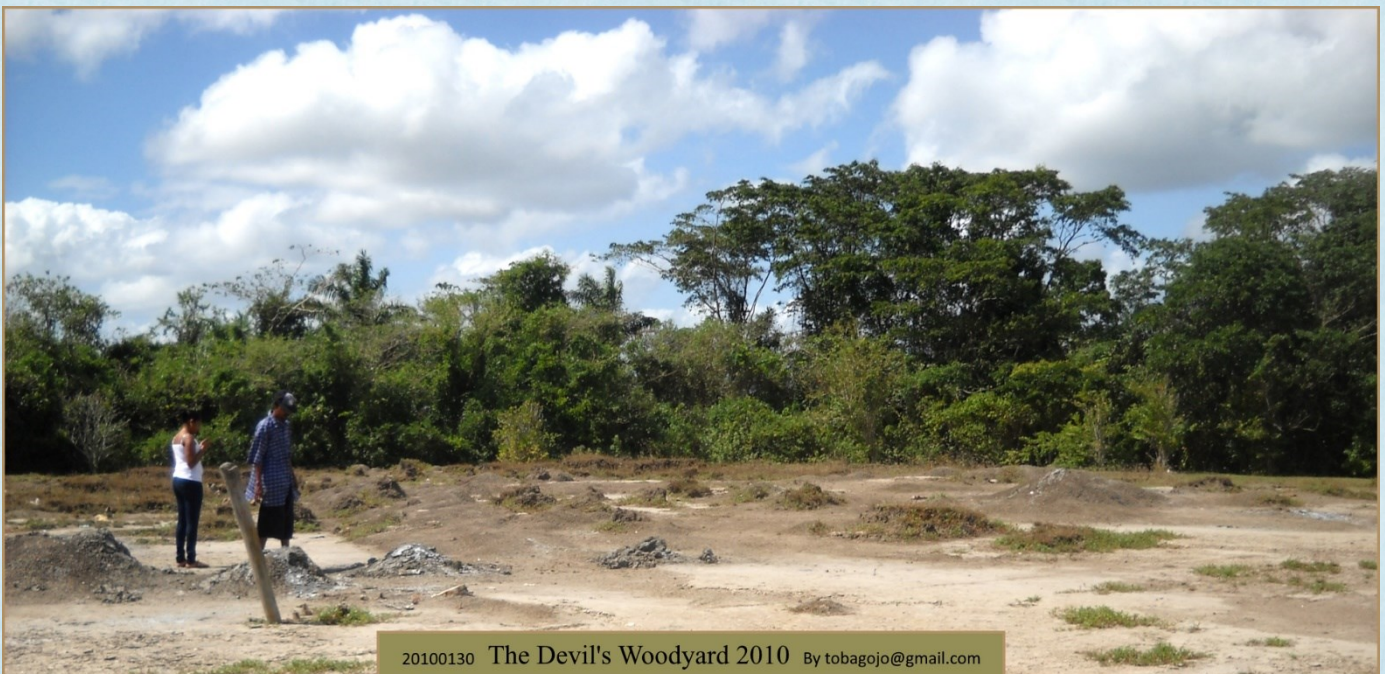
<sup>7</sup> *Report on the geology of Trinidad, or, Part I of the West Indian survey 1860*; Memoirs of the Geological Survey, (District memoirs: colonies); Wall, G. P. and James Gary Sawkine; Extract taken from Pg 152.

<sup>8</sup> The authors are making a comparison to the large, sometimes explosive gas eruptions, observed at the mud volcanos of the Western Caucuses, at Baku, in Azerbaijan.

Fortuitously as well, the authors included a sketch (*perhaps with a little artistic licence!* - Pg 148) of what they observed at The Devil's Woodyard; ostensibly, 7 years after an eruptive event.



This looks very similar to a quiescent phase of the volcano as displayed in the 2010 image. Although we see a well developed *tassik*, unfortunately we can't tell if we are seeing a weathered eruptive site after the 'trees were felled'; or just an existing *tassik*.



So what about the date on the stone plaque showing 1852? Well it did not use this *Wall-Sawkine* somewhat authoritative source with its 'about 7 years ago' date of 1849. *Wall-Sawkine* could have been wrong. If you mistakenly use the *Wall-Sawkine* publication date of 1860, miss the visit reference of 1856, and wind back the date 7 years; you get 1853. So they may have used a different local news source for the date.

Before closing this section, its interesting to note that The Devil's Woodyard is referred to as '*The mud volcano, near Monkey Town*' in the text; with no note to devils! This is most likely because the folk-myth about this then quite remote place had not yet evolved sufficiently by 1856, and took another few decades to develop into the public conscience; as the place became better known and more visited to view its odd mysterious phenomenon.

As for our slighted local Amerindians *whose statements must be received with extreme caution* and whom inhabited this remote location; it is unlikely that they would have reported that a 'devil' came to eat their trees. Their creationist beliefs would not have included 'Christian devils'; that's an aspect from a different culture. But ah! Were they/are they still Christianised? Fifty years after Spanish occupation? That is a slight possibility; as we close with next.

Trinidad, West Indies. Town: *Savanna Grande*, village established by Spanish Capuchin missionaries ~1687 as a corral for Amerindians for slavery and conversion to Christianity. Capuchin abolished 1708; however, town used to collect surviving Amerindians from other missions as late as 1793 [BB]. In 1797 the British capture Trinidad; over time, the village then transitions from an Amerindian enclave to a more cosmopolitan place, and into a town, as more foreigners arrive to expand Trinidad's economy. The Spanish name is eclipsed through British neglect and the name *Monkey Town* ascends in popular recognition to the red howler monkeys (*Alouatta macconnelli*; now an *Environmentally Sensitive Species (ESS)*) that populated the local forests. That name held till 1879; when the visiting British princes Albert and George rename it to *Princes Town*; its present name, on the 21st January 1880.

### **Other Mud Volcanoes in Trinidad**

There are quite a few mud volcanoes in Trinidad; find here, an attempt to list them. In rather simple terms; Trinidad's mud volcanos are mainly of a type associated with petroleum oil and gas deposits; and are all located South of the Central range, due to the specific geological history of that area.

The mud of the volcanoes is a mixture if fine clays and silts laid down in ancient seas or from rivers, together with the organic detritus of early plankton like creatures that inhabited the surfaces of those seas. Over a great deal of time, more mixed sediments from seas and rivers would overlay those deposits and form the layered pancake of material that would eventually make up the earth on which Trinidad would sit. It would get pressured by the mass of its own overlying sediments and bent, distorted, shared and shifted up and down by the movement of the larger continental mass of which it was all part. Again, over the same time, the immense pressures and heat resulting would transform the sediments into different minerals; and by microbial action, the organic material would be transformed into the oils and gasses of petroleum. Some areas of those fine clays and silts would maintain the moisture from the seas (salty), or rivers (not salty), from which they were deposited. Being slightly less dense in total than the material around; and with the moisture giving it better mobility; it would tend to rise through cracks and faults in the material deposited above it. This is one of the sources of

our mud volcanos. It is the movement of migrating petroleum gasses, through these clay deposits, that promotes mud-volcanic activity.

The earliest formal descriptions of mud volcanoes existing in Trinidad occurred during a survey in 1816. In that day, it was a relatively easily accessible place to visit, Trinidad's South-West peninsular Point Icaque (Icacos) as it was called; (the 1-L'Envinuse (Columbus/Galfa) array); by one *Dr. Ferguson*; published Alexander Jamieson, Department of Natural Philosophy; 1821 (*C. Archie, K. Persad 2017*)

The next reference (*the same reference as that noted in the section above*) was in 1856, with the information published in 1860. Here 5 locations are cited; The Cedros Salse (1-L'Envinuse (Columbus/Galfa) array); (17) Lagon Bouff, Guayaguayare; The mud volcano near Monkey Town (19-The Devil's Woodyard) and an assumed extinct formation at the time called Pool River or Upper Ortoire (22-Cascadoux) and the Moruga series (16-Moruga Bouffe). These took the use of a lot more informed local information to find.

The true number of mud volcanos in Trinidad would only become apparent when exploration, essentially for oil at first, revealed them in proximity to the oil fields that were later discovered.

In 1857 the Merrimac Oil Company of the USA drilled one of the worlds first oil-wells, at La Brea in South-West Trinidad. Having no immediate market, operations were abandoned within a year [*TBOT*]. Around 1900, John Lee Lum took a sample of oil from his land to Randolph Rust, and together the two men formed a company to prospect the area. Lee Lum continued to finance Rust's early drilling operations in Guayaguayare. Randolph Rust, an Englishman who lived most of his adult life in Trinidad, struck oil in Guayaguayare in 1902 [*BB*]. That enterprise, though successful, suffered high costs because of a lack of physical infrastructure, like roads, to facilitate the transport of product to market.

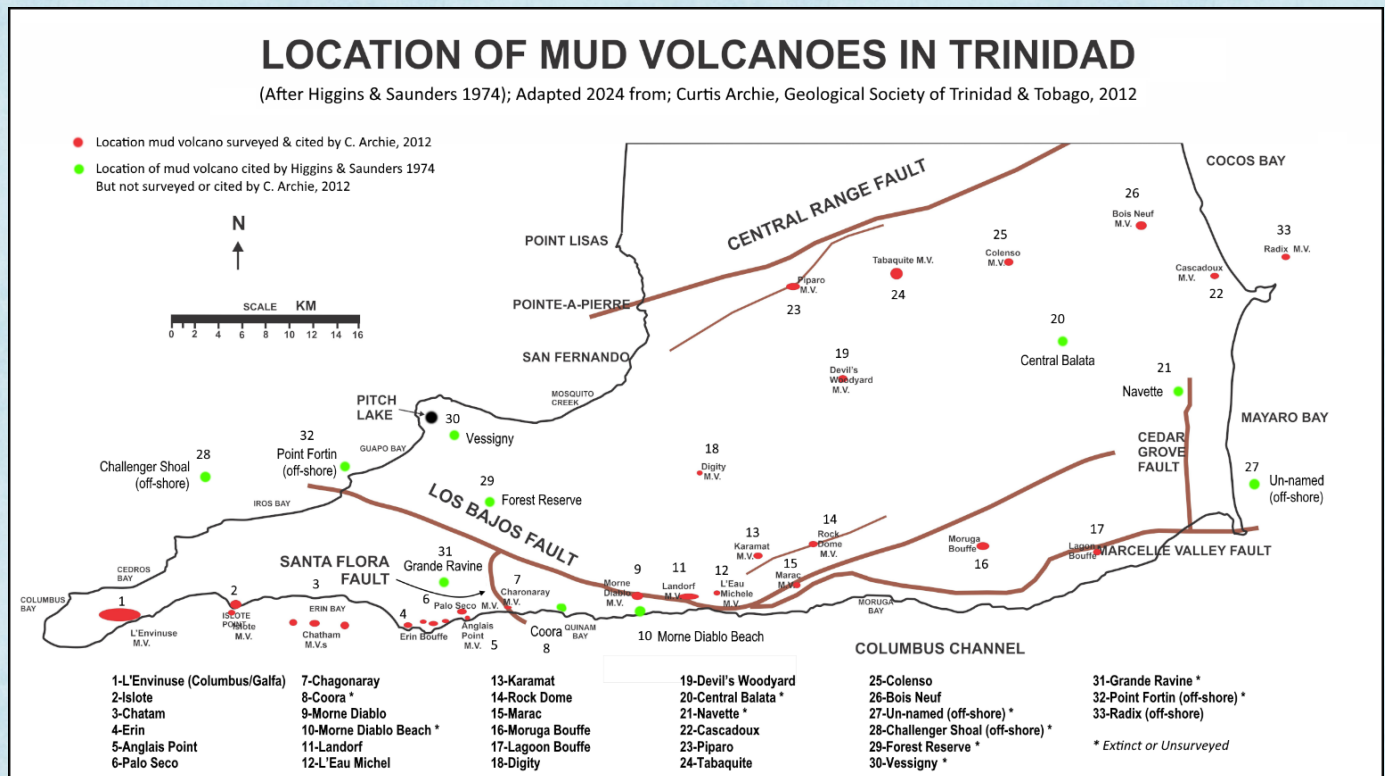
Oil interests and development accelerated in Trinidad from around the 1910-20's, causing the discovery of most of the known mud volcanoes to take place in the early 20th Century.

The map below lists some 33 mud volcanos known to exist in Trinidad. The number may actually be larger, as some of the listed sites name an *area* which may contain more than one volcano; rather than an individual volcano. Some volcanoes may be extinct; but those are few; but more likely the relevant sites were un-surveyed by *Curtis Archie* when the map data was being re-compiled in 2012.



See Map 1 - Location of Mud Volcanoes in Trinidad, TT

- |                               |                     |                                   |
|-------------------------------|---------------------|-----------------------------------|
| 1-L'Envinuse (Columbus/Galfa) | 12-L'Eau Michel     | 23-Piparo                         |
| 2-Islote                      | 13-Karamat          | 24-Tabaquite                      |
| 3-Chatam (off-shore)          | 14-Rock Dome        | 25-Colenso                        |
| 4-Erin                        | 15-Marac            | 26-Bois Neuf                      |
| 5-Anglais Point               | 16-Moruga Bouffe    | 27-Un-named (off-shore) *         |
| 6-Palo Seco                   | 17-Lagoon Bouffe    | 28-Challenger Shoal (off-shore) * |
| 7-Chagonaray                  | 18-Digity           | 29-Forest Reserve *               |
| 8-Coora *                     | 19-Devil's Woodyard | 30-Vessigny *                     |
| 9-Morne Diablo                | 20-Central Balata * | 31-Grande Ravine *                |
| 10-Morne Diablo Beach *       | 21-Navette *        | 32-Point Fortin (off-shore) *     |
| 11-Landorf                    | 22-Cascadoux        | 33-Radix (off-shore)              |



Map 1 - Location of Mud Volcanoes in Trinidad, TT

(After Higgins & Saunders 1974); Adapted 2024 from; Curtis Archie, Geological Society of Trinidad & Tobago, 2012

**Section References** (*Trinidad mud volcanoes*)

[BB] = Historian Bridget Brereton

[TBOT] = Besson, Gerard & Bridget Brereton, *The Book of Trinidad*; Gerard Besson & Bridget Brereton; ISBN 978 8054 36 0; 3rd Edition; © 1992 Paria Publishing Co Ltd, 66 Woodford Street, Newtown, Port of Spain, Trinidad, TT

## The cruise of *HMS Bacchante* 1879-1882 (Pub. 1886) Vol 1 – Trinidad B.W.I. 1880

### Trinidad – To Mr Darling's

Thence we rode back up through the wood again and on to the open road, where there was some beautiful scenery, to Mr. Darling's (the "old squire's"), whose house is, with its elaborate wood-work, so well described in *At Last*, to luncheon; after which saw his well-cared-for coolies, all dressed alike, what little dress there is, performing their native sword exercise and doing tumbling and other acrobatic feats on the lawn; but soon had to leave and hurry back to Princes Town in order that we might get down to San Fernando before dark.

### Trinidad – Return to San Fernando

Again upon the trolley, we went along very cautiously as the line was somewhat out of repair, getting out and walking over the wooden bridges *en route* in order to ease the weight of the trucks, and in one place especially where one side of the bridge had already given a couple of feet through the effect of our morning's crossing.

On arrival at San Fernando found the whole place illuminated and went down to the jetty to get on board the *Arthur*, through two rows of men with torches; and so off to the *Bacchante* in the same way as we had been brought ashore in the morning.

### Trinidad – Farewell at Port of Spain

1880, Jan. 22nd. — Mr. Marryatt (the mayor) came off to say goodbye, and at 10 A.M., we got under way, left San Fernando and steamed back to Port of Spain. At 3 P.M. bade farewell to all our visitors in the pouring rain. They went ashore in the steam launch, which brought off our mails, and we saluted the flag of his excellency the Governor with seventeen guns, and then steamed out of the Gulf of Paria through the Boca des Huevos in a drizzle. We notice, as we pass, Chaquaramus harbour, which, when the line of tram has been laid from Port of Spain, will probably be some day the chief port of the island, as ships of any burden can lie close alongside the shore instead of miles out as at Port of Spain. This was our last look at Trinidad, as the evening fell, where we have spent a most pleasant time, full of reminiscences of the courtesy, hospitality, and kindness, alike of the governor and of the planters and official and professional gentlemen we have met.

### Trinidad to Grenada, Grenadines & St. Vincent

We long now for a little quiet at sea. The tumble of the surf, the rush of the fresh trade wind, the heaving of the swell, and the difference in the temperature when we are outside, tell us that another stage of our cruise is past and that the Gulf of Paria has been changed for [90] the broad Caribbean Sea. By the last mail the news arrived that Surgeon Delmege was promoted to be Staff-surgeon in Her Majesty's fleet.

We were both weighed and measured to-day. Eddy weighs 115 lbs., and is 5 feet 5½ inch in height. He has increased seven pounds in weight within the last two months and grown nearly an inch since leaving England. George only weighs 88 lbs., and is 4 feet 10½ inch high. Thanks to gymnastics his arm is nearly as thick as his brother's. He is nearly an inch taller than the Duke of Edinburgh was at the same age in 1858.

TRINIDAD TO GRENADA,  
GRENADINES AND ST. VINCENT. (*Navigation chart*)

